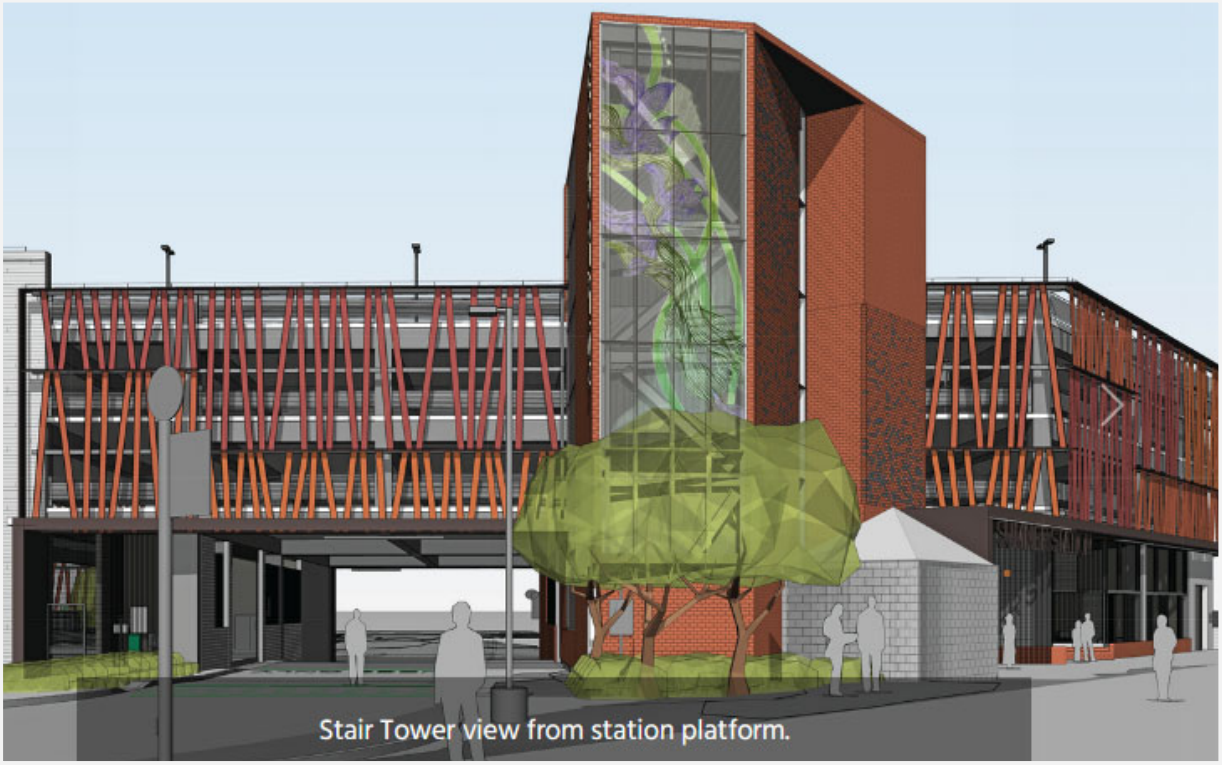
Agency Progress Report
Capital Programs



Artist rendering of the garage design at Sumner Station

Started early construction activities in Sumner on December 2023

December | 2023

SOUNDTRANSIT

Prepared by Project Controls | Portfolio Services Office

Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and ST financial reports, actual cost data presented in the APR may not match quarterly budget reports or annual financial statements. However, the actual cost data is reconciled to the financial information on a regular basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Aniekan Usoro at (206) 398-5000.

The Agency Progress Report can also be found on the web at http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports.

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Agency Progress Report

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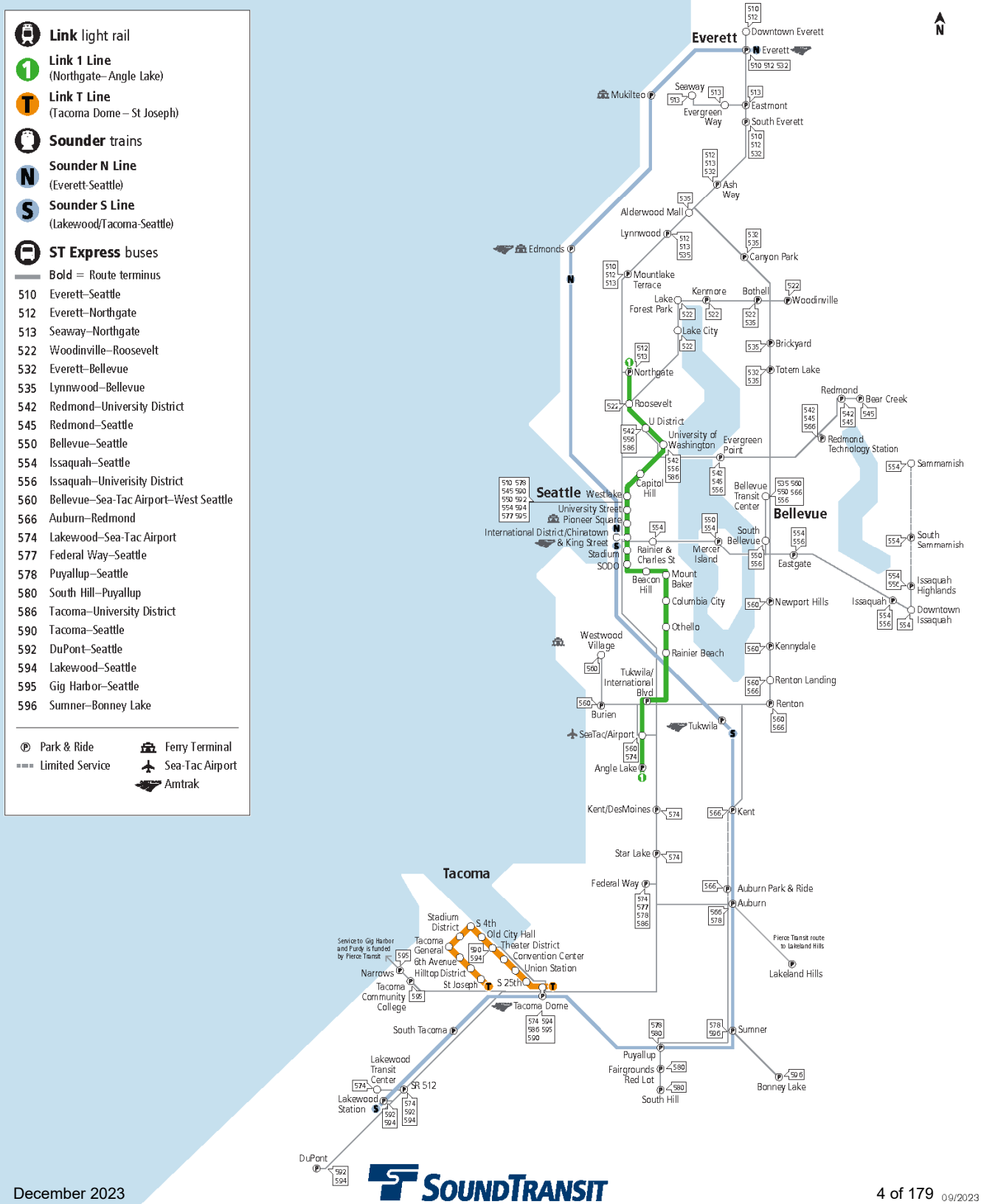
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SOUNDTRANSIT

Sound Transit current service



Sound Transit future service



Sound Transit scores highest financial ratings

In mid-December, Moody's Investor Service affirmed Sound Transit's "Aaa" ratings for the agency's "Prior Bonds." The rating is Moody's highest possible score for tax-backed bonds. Sound Transit also received an "Aa1" rating on its "Parity Bonds." The bond ratings affect approximately $1.9 billion in debt.

Moody's based the ratings on the robust pledged revenues in Sound Transit's taxing district as on the strength of the local economy.

The ratings also incorporate: the overall growth trend of pledged revenues accompanied by manageable historical volatility; the bonding programs' adequate legal provisions; and the authority's large capital expansion plan that could entail significant additional borrowing over the long-term.

The ratings also consider demonstrated voter support for Sound Transit's transportation programs and the agency's strong management.

Sound Transit CEO Julie Timm resigns

On December 12, Sound Transit CEO Julie Timm announced that she would leave the agency in order to return to the East Coast to take care of family matters.

Since joining Sound Transit in September 2022, Timm oversaw a renewed emphasis on the rider experience as Sound Transit prepared to open several new extensions, starting with East Link in the Spring of 2024. Timm's focus and leadership in centering current and future riders in the agency's capital and operating programs will benefit the region for years to come.

Timm's last day with Sound Transit was scheduled for January 12th.

The board and staff leadership formed a transition team to navigate the agency through the transition. The board is expected to appoint an interim CEO in early January.

Progress Report
Link Light Rail Program



Link Light Rail leaving Mount Baker Station

December | 2023

Prepared by Project Controls I Portfolio Services Office

Sound Transit Link light rail

Current service and future extensions



Ballard Link Extension: The project includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated and tunnel guideway, and a new crossing across Salmon Bay.

Downtown Redmond Link Extension: The project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

East Link Extension: The project expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center.

Everett Link Extension: The project adds six Snohomish County stations to the growing light rail network. The 16.3 mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

Federal Way Link Extension: The project extends approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/ Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

Hilltop Tacoma Link Extension: The project extends approximately 2.4 miles to the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Lynnwood Link Extension: The project extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

North Corridor Maintenance of Way: The project will construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions. A temporary facility will be established to support the timing of pre-revenue service on the Lynnwood Link Extension with plans underway for the permanent facility.

Series 2 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link, Lynnwood Link, Downtown Redmond, and Federal Way Link Extensions. The Sound Transit Board in April 2017 amended the project baseline to support all five projects. In November 2023 the Board authorized the project name be changed from "Light Rail Vehicle Fleet Expansion" to "Series 2 Light Rail Vehicle Fleet Expansion.

Series 3 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

South Boeing Access Road Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

South Graham Street Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Tacoma Dome Link Extension: The project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

West Seattle Link Extension: The project includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over Duwamish River.

Program Budget

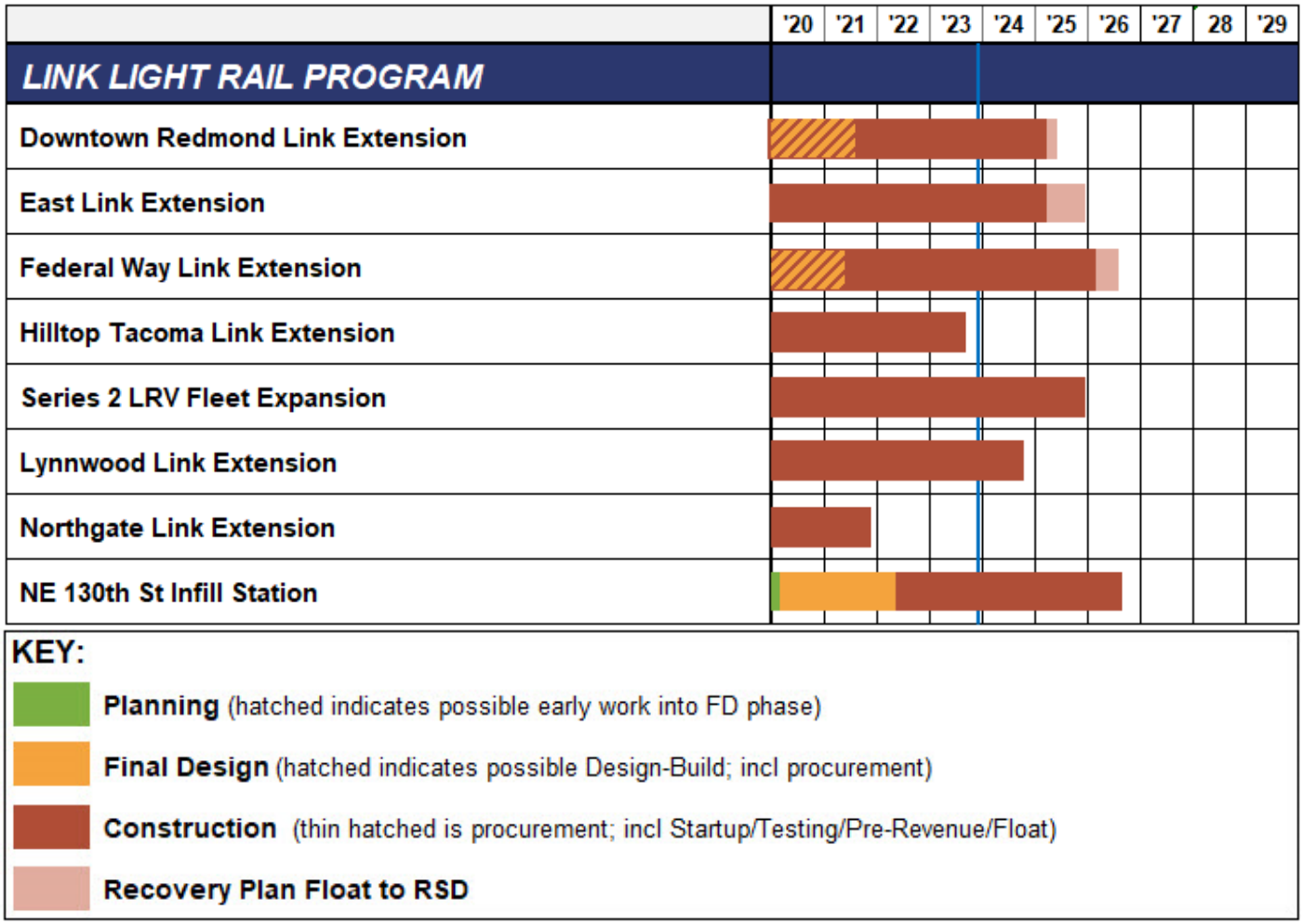
Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Ballard Link Extension	$663.4	$294.0	$148.3	$663.4	$0.0
Downtown Redmond Link Extension	$1,530.0	$1,035.9	$913.9	$1,530.0	$0.0
East Link Extension	$3,677.2	$3,446.8	$3,361.9	$3,677.2	$0.0
Everett Link Extension	$196.9	$104.3	$39.7	$196.9	$0.0
Federal Way Link Extension	$2,451.5	$2,066.2	$1,785.3	$2,383.5	$68.0
Hilltop Tacoma Link Extension	$282.7	$277.6	$273.2	$297.2	($14.5)
Lynnwood Link Extension	$2,771.6	$2,598.8	$2,461.6	$2,739.8	$31.8
NE 130th Street Infill Station	$240.2	$174.3	$53.8	$240.2	$0.0
North Corridor Maintenance of Way	$32.0	$3.6	$3.4	$32.0	$0.0
Series 2 LRV Fleet Expansion	$836.9	$693.2	$565.2	$836.9	$0.0
Series 3 LRV Fleet Expansion	$33.0	$7.5	$1.2	$33.0	$0.0
South Boeing Access Rd Infill Station	$8.6	$4.4	$0.3	$8.6	$0.0
South Graham St Infill Station	$2.9	$2.2	$0.2	$2.9	$0.0
Tacoma Dome Link Extension	$299.1	$150.1	$95.7	$299.1	$0.0
West Seattle Link Extensions	$225.0	$75.0	$46.3	$225.0	$0.0
Total	**$13,251.2**	**$10,933.9**	**$9,749.9**	**$13,165.9**	**$85.3**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Forecasted In-Service (Affordable *) Year	Current Progress RSD Update (Year)
Central Corridor			
Ballard Link - Denny to Smith Cove	2035	2037	2039
Ballard Link - Smith Cove to Ballard	2035	2037 (2039)	2039
South Graham St. Infill Station	2031	2031	2031
West Seattle Link - SODO to Alaska Junction	2030	2032	2033
East Corridor			
Downtown Redmond Link Extension	2024	-	2024
East Link Extension	2023	-	2025
S Kirkland - Issaquah Link	2041	2041 (2044)	2041
North Corridor			
Everett Link - Lynnwood to SW Everett (no parking)	2036	2037	2037
Everett Link - parking	2036	2046	2046
Everett Link - SW Everett to Everett	2036	2037 (2041)	2037
Lynnwood Link Extension	2024	-	2024
NE 130th St. Infill Station	2031	2025	2026
North Corridor Maintenance of Way	-	-	2027
South Corridor			
Federal Way Link Extension	2024	-	-
Hilltop Tacoma Link Extension	2022	-	2023
South Boeing Access Rd. Infill Station	2031	2031	2031
Tacoma Community College Link Extension	2039	2039 (2041)	2039
Tacoma Dome Link - parking	2030	2038	2038
Tacoma Dome Link (no parking)	2030	2032	2035
Systemwide			
Ballard Link: 2nd Downtown Tunnel	2035	2037	2039
OMF North	2033	2034	2034
OMF South	2028	2029	2032
Series 2 LRV Fleet Expansion	2024	-	2025
Series 3 LRV Fleet Expansion	2032	-	2036

** The Affordable Schedule shown in parenthesis, if different from Initial Target Schedule. The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.*

*** Represents Conditional Acceptance.*

Link Light Rail
Ballard Link Extension

Project Summary

Scope

The Ballard Link Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area and 9 new stations.

Alignment and station alternatives in Downtown, Interbay, and Ballard; various station locations in Chinatown-International District and Downtown; and tunnel and bridge alternatives across Salmon Bay are under environmental review.

Phase

Planning

Budget

$630.6 M through completion of Preliminary Engineering

Schedule

Forecasted In-Service Date: 2039

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Continued Phase 3 project development activities to further environmental review and conduct Preliminary Engineering for the preferred alternative identified by the Board.
- Hosted an in-person South Downtown open house event in November to share ideas and gather feedback for improving accessibility through the neighborhoods of Chinatown-International District, Pioneer Square, and nearby station and transfer points.
- Sound Transit Board provided direction to conduct an expedited feasibility study of a potential new alternative location for the South Lake Union Station; technical evaluation results will be shared publicly in April 2024 for consideration and potential action by the Board in May 2024.
- Continued engagement with partner and regulatory agencies, community and stakeholder groups and property owners regarding areas of further study, environmental process and next steps.

Project Cost Summary

The Ballard Link Extension is a voter-approved project under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2026. In August 2023, the Board approved a budget amendment increasing the total Authorized Project Allocation from $630.6M to $663.4M to accommodate additional scope and activities required to complete environmental review and Preliminary Engineering (R2023-25).

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $67M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$40.6	$36.0	$35.6	$40.6	$0.0
Preliminary Engineering	$268.6	$248.8	$106.1	$268.6	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$4.4	$0.0	$0.0	$4.4	$0.0
3rd Party Agreements	$7.7	$3.1	$3.1	$7.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$342.2	$6.1	$3.4	$342.2	$0.0
Total	**$663.4**	**$294.0**	**$148.3**	**$663.4**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$341.4	$6.1	$3.4	$341.4	$0.0
80 Professional Services	$320.3	$287.9	$144.9	$320.3	$0.0
90 Unallocated Contingency	$1.7	$0.0	$0.0	$1.7	$0.0
Total (10 - 90)	**$663.4**	**$294.0**	**$148.3**	**$663.4**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

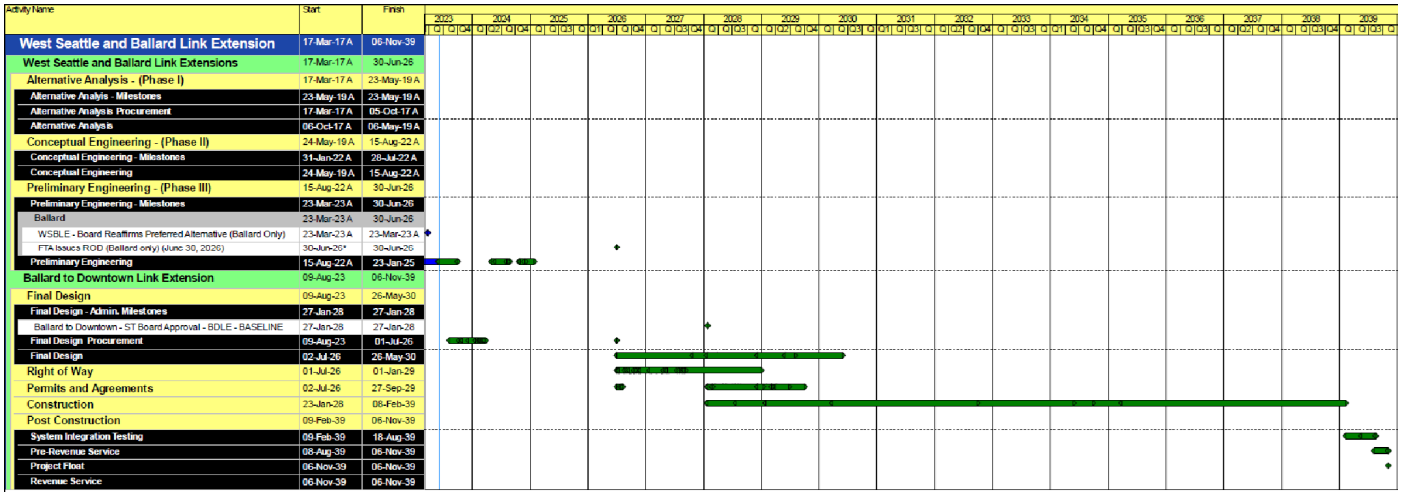
Risk Management

The following are the top project-wide risks:

- Project costs may increase more than the projected escalation and inflation rates as a result of general construction cost and real estate cost increases in the region.
- Additional cost elements of preferred alternative in West Seattle Junction and Delridge segments dependent on third party funding.
- Potential additional environmental process delays may further impact the schedule for completion of environmental documentation and design.
- Potential discovery of cultural resources before or during construction could require additional coordination, design, and mitigation.
- Potential that unforeseen design and/or construction challenges due to limited understanding of utilities, ground conditions and building conditions could emerge as work progresses, causing additional cost and delay.
- Potential cost and schedule risks associated with complexity of real estate acquisition processes.
- Potential risk in processing multiple reviews/approvals with permitting authorities in a timely manner due to complex, lengthy processes and resource limitations.
- Potential permitting challenges and other necessary coordination/approvals associated with Duwamish Waterway crossing, cultural resources, and/or natural resources could delay the project and add cost.
- Potential that project delivery, contract packaging and/or construction procurement decisions and processes could be delayed/modified and/or market conditions could limit number of potential bidders.
- Potential cost and schedule risks associated with complexity of tunneling through a mature urban environment.
- Potential effect on Central Link operations during construction.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2037. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of consideration and an extended public comment period, the Board did not identify a Preferred Alternative for the Ballard Link Extension in July 2022, but instead directed further studies in a number of areas. In March 2023, the Board considered the results of the further studies and identified a Preferred Alternative for much of the project corridor but with direction to continue review of two station options in the Denny Station area and to return to the Board in mid-2023. Subsequently, in July 2023, the Board modified the preferred station location for the Denny Station. The delay in identification of the Preferred Alternative and the associated Board requested further studies, as well as the need for additional environmental review associated with the Board's March 2023 action, necessitated adjustments to the environmental process and schedule, which has affected the Select Project to be Built milestone as well as subsequent milestones including the revenue service date. The current progress update schedule shows a revenue service date of 2039.



Community Engagement

- Provided 11 community briefings to neighborhood groups, small businesses and community-based organizations.
- Attended one tabling event at a neighborhood farmers market.
- Hosted an in-person open house event to gather feedback on public realm investments in the Chinatown-International District and Pioneer Square neighborhoods.
- Conducted door-to-door small business outreach to encourage participation in the CID and Pioneer Square neighborhood open house.
- Conducted a virtual webinar for the Seattle Center campus organizations.
- Met with five nearby property owners and tenants to discuss potential real property implications.
- Reached out to nearby property owners and tenants to communicate about ongoing fieldwork activities across the project corridor.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—December actuals. Staffing variance reflects extension of environmental schedule to accommodate internal and external agency capacity in response to recent Board actions to modify the preferred alternative.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	36.0	19.3	16.7
Consultants	108.3	86.8	21.5
TOTAL	144.3	106.1	38.2

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2023-109	Directing staff to assess the feasibility of an additional alternative in the South Lake Union area for potential inclusion in the Draft EIS for the Ballard Link Extension project.	12/14/2023
M2023-110	Executed a contract modification with HNTB Co.to prepare a feasibility assessment under the contract for project development services for the WSLE-BLE, in the amount of $776,247, with a 10% contingency of $74,801 totaling $851,048, for a new total authorized contract amount not to exceed $319,693,752, contingent upon approval of Motion M2023-109 and Resolution R2023-40.	12/14/2023
M2023-111	Execute a contract with WSP USA, Inc., a JV Member, Mott MacDonald LLC, a JV Member, and Connect Seattle Partners JV for Program Management Support Services for the WSLE and BLE in the amount of $37,945,116, with a 10 percent contingency of $3,794,512, for a total authorized contract amount not to exceed $41,739,628, contingent upon approval of Resolution R2023-40.	12/14/2023

Link Light Rail
Downtown Redmond Link Extension

Project Summary

Scope

Limits — The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment — The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

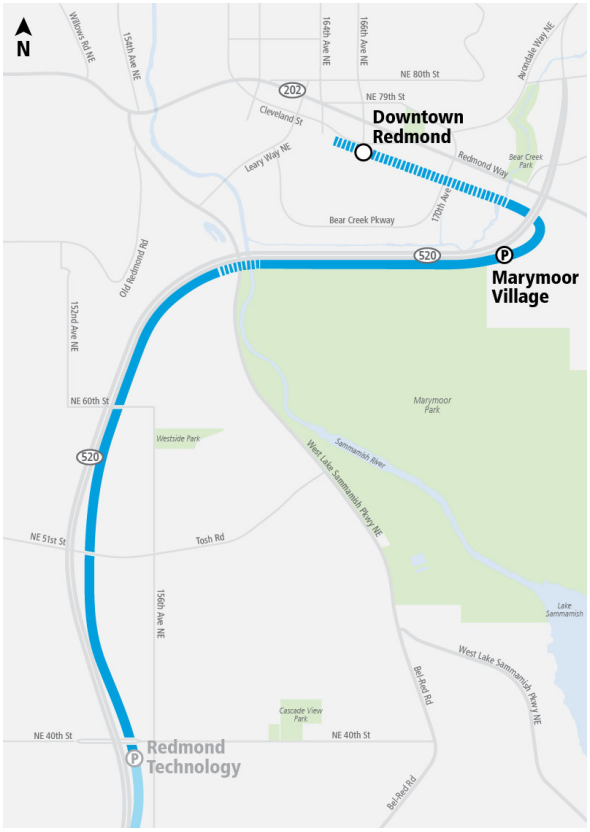
Stations — Two Stations: Marymoor Village and Downtown Redmond

Systems — Signals, traction electrification, and communications (SCADA)

Phase — Construction

Budget — $1.53 Billion (Baselined October 2018)

Schedule — Baseline Revenue Service: December 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Track complete and survey in review. DBPM has started reviewing as-builts.
- Downtown Station insulation, metal studs, drywall, paint and brick installation, roofing and elevator structural installation are ongoing.
- All Pre-fabricated systems buildings are on site (TPSS, Signals, Comms) and expected to be connected to PSE power by the end of January 2024.
- Installation of Overhead Catenary System (OCS) poles, cantilever installation and Wire pulling ongoing.
- Paving 70th St in front of Marymoor Village Station and garage is underway. Expect to shift traffic to new pavement in January 2024 to allow further road work to continue.
- King County Metro team toured site for bus routes as week as parking, comfort stations, and general site layout.

Closely Monitored Issues

- Garage concrete quality issues/repairs. Ongoing repairs; first part of repairs (patching) is complete. Working to complete design of second stage (CFRP wrap).
- PSE is working through their delay to provide service connection at TPSS E28.
- Closely monitoring aerial guideway conduit support and connection issue.
- Working to mitigate tile installation issues at stations by pushing installation to spring (more desirable weather conditions and less traffic on finished product).

Project Cost Summary

Voters approved funding for preliminary engineering for the Downtown Redmond Link Extension (DRLE) in 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. This project has now been baselined and the baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table is in the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date increased from $896.9M to $913.9M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$77.00	$77.00	$30.14	$29.67	$77.00	$0.00
Preliminary Engineering	$23.00	$23.00	$19.54	$19.45	$23.00	$0.00
Final Design	$4.50	$4.50	$1.63	$1.53	$4.50	$0.00
Construction Services	$58.00	$63.60	$49.62	$40.96	$63.60	$0.00
Third Party Agreements	$17.00	$17.00	$10.72	$8.96	$17.00	$0.00
Construction	$1,151.50	$1,145.90	$807.67	$703.25	$1,145.90	$0.00
ROW	$199.00	$199.00	$116.59	$110.08	$199.00	$0.00
Total	**$1,530.00**	**$1,530.00**	**$1,035.91**	**$913.90**	**$1,530.00**	**$0.00**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$332.40	$332.40	$248.57	$225.39	$462.90	$130.50
20 Stations	$261.90	$261.90	$197.42	$167.27	$196.90	($65.00)
30 Support Facilities	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
40 Sitework & Special Conditions	$287.00	$288.10	$208.58	$171.00	$239.80	($48.30)
50 Systems	$108.60	$103.20	$73.41	$62.40	$82.20	($21.00)
Construction Subtotal (10 - 50)	**$989.90**	**$985.60**	**$727.98**	**$626.06**	**$981.80**	**($3.80)**
60 Row, Land	$168.50	$168.50	$116.58	$110.08	$168.50	$0.00
70 Vehicles (Non-Revenue)	$4.10	$4.10	$2.85	$0.40	$4.10	$0.00
80 Professional Services	$289.30	$293.60	$188.50	$177.36	$297.40	$3.80
90 Unallocated Contingency	$78.20	$78.20	$0.00	$0.00	$78.20	$0.00
Total (10 - 90)	**$1,530.00**	**$1,530.00**	**$1,035.91**	**$913.90**	**$1,530.00**	**$0.00)**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the current top risk areas that may impact project cost and schedule:

- **Organizational Capacity:** Opening three other major light rail extensions in 2024 - 2025, agency staffing and operating labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified operating labor.
- **Late Design Changes During Construction:** Owner directed changes including passenger experience, safety, security, and upgrading of electronics to latest and greatest.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR-520; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities and power service, delay in Safety and Security certification.
- **External:** Material and services cost escalation.
- **Schedule:** Schedule revision is underway; future reports will show a new approved service and the schedule contingency will be measured against the new date.





Artist Rendering of Downtown Redmond (above) and Bird's-eye View Current Progress (below)

Contingency Management

The project baseline included a total contingency of $435.8M. The total project contingency balance changed to $229.3 M, which decreased by around $0.2M compared to previous period. The current contingency utilization is performing positively against the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. No Change on DA this period. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. AC balance decreased from $148.5M to $148.3M this period due executed construction change orders.

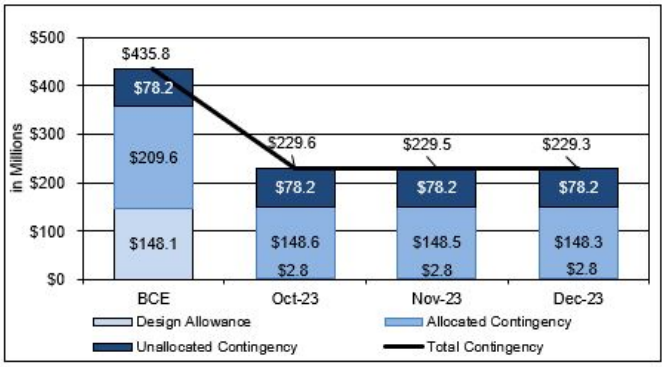
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance had no change this period and remains at $78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$148.1	9.7%	$2.8	0.5%
Allocated Contingency	$209.6	13.7%	$148.3	24.1%
Unallocated Contingency	$78.2	5.1%	$78.2	12.7%
Total	**$435.8**	**28.5%**	**$229.3**	**37.2%**

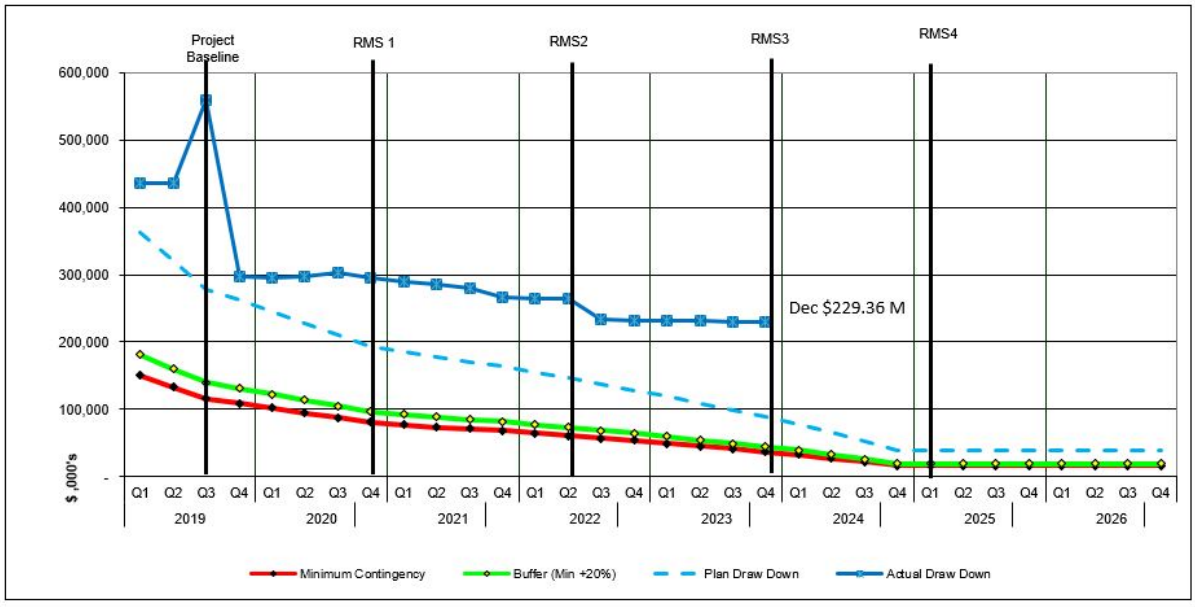
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project's total contingency drawdown trends better than planed and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



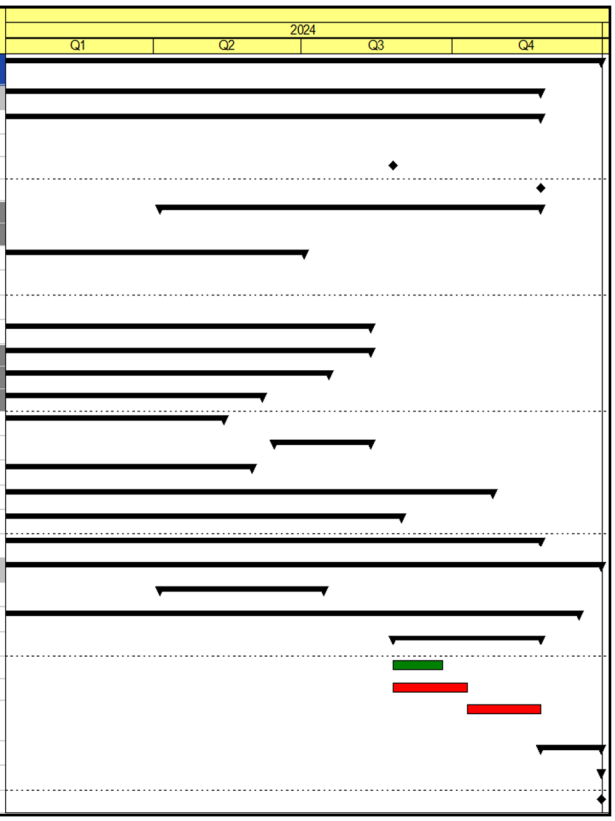
Contingency Drawdown as of December 31, 2023

Project Schedule

Weighted percent complete of the R200 contract is estimated at 85.4%.

The December schedule update is shown below. The contractor continued off-guideway construction and TPSS work along the at-grade guideway; column setting, roof perimeter, and communications and electrical rooms buildout at Marymoor Village Garage; and Downtown Redmond Station; and structure work and comm/electrical rooms at Downtown Redmond Station.

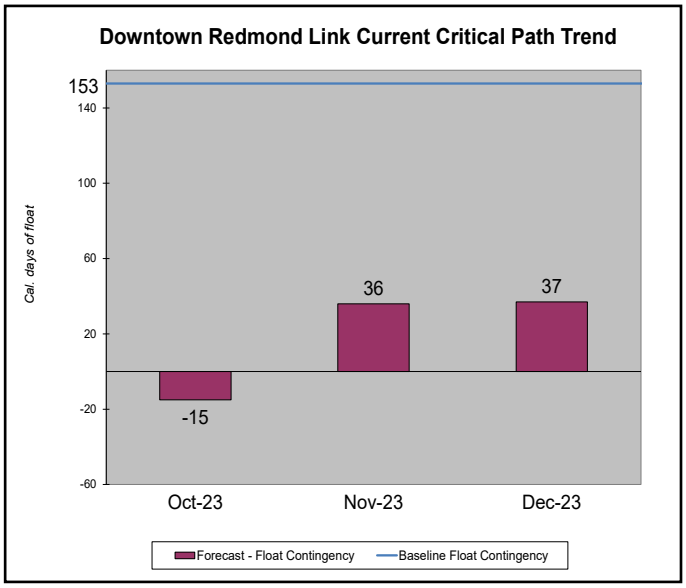
Activity Name	Start	Finish
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	24-Nov-24
CONTRACT MILESTONES & STARTUP	09-Sep-19 A	24-Nov-24
NTP (9/9/19)	09-Sep-19 A	
MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS		26-Aug-24*
MS-2 Acceptance of All Work - Ready fo Revenue Service (8/19/24) PLUS 5 MONTHS		24-Nov-24*
OWNER FLOAT & PRE-REVENUE OPERATION S	05-Apr-24	24-Nov-24
UNUSUALLY SEVERE WEATHER	28-Jun-21 A	29-Nov-22 A
GENERAL CONDITIONS	09-Sep-19 A	02-Jul-24
RIGHT OF WAY and EARLY WORK/EXPLORATORY	09-Sep-19 A	12-Jul-22 A
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	12-Aug-24
OFF GUIDEWAY ROADWORK and RESTORATION	01-Sep-20 A	12-Aug-24
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20 A	17-Jul-24
LINEAR GUIDEWAY WORK	07-Jan-22 A	06-Jun-24
OCC	03-Sep-21 A	14-May-24
PUNCHLIST	14-Jun-24	12-Aug-24
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	31-May-24
CLOSEOUT	18-Jul-23 A	26-Oct-24
COMMISSIONING	01-Feb-23 A	31-Aug-24
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	24-Nov-24
Downtown Redmond Link Extension - Rail Activation	28-Mar-22 A	31-Dec-24
SIT - System Integrated Testing	05-Apr-24	14-Jul-24
SSCRS - Safety and Security Certification	28-Mar-22 A	17-Dec-24
Pre-Revenue Service	26-Aug-24	24-Nov-24
Operations Walk Thru - Entire Alignment	26-Aug-24	25-Sep-24
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	26-Aug-24	10-Oct-24
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	10-Oct-24	24-Nov-24
Project Float Contingency	24-Nov-24	31-Dec-24
Revenue Service	31-Dec-24	31-Dec-24
Revenue Service Date (Baseline 31-Dec-24)		31-Dec-24*



Project Float

DRLE was baselined with 153 days of project float. Current float projection is 37 days, due to a mitigation effort performed by the contractor to accelerate systems work in order to start System Integration Testing earlier and provide more time to address risks ahead of pre-revenue service.

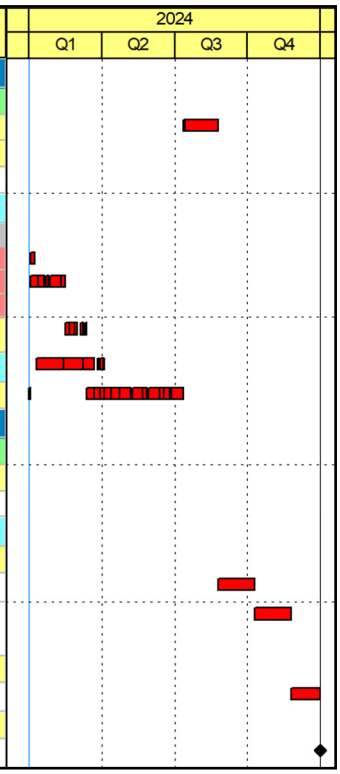
As a result of 2022's program-wide risk assessment, a new target for opening of DRLE is under consideration. Project and programmatic QRAs were conducted in Q2/Q3 2023 that will further inform a revised Revenue Service Date.



Critical Path Analysis

The critical path for R200 currently runs through the structure at Downtown Redmond Station and commissioning of vertical transport systems, followed by System Integration Testing and closeout.

Activity Name	Start	Finish
Downtown Redmond Link Extension - D-B Contract	24-Feb-23 A	26-Aug-24
R200 - Downtown Redmond Link Extension - Design-Build Contract	24-Feb-23 A	26-Aug-24
CONTRACT MILESTONES & STARTUP	05-Apr-24	26-Aug-24
ALL CONSTRUCTION ACTIVITIES	01-Nov-23 A	04-Apr-24
GUIDEWAY - ESTABLISH CORRIDOR	01-Nov-23 A	04-Apr-24
SEG 4 - SE Redmond Parking Garage (MITIGATED)	01-Nov-23 A	12-Mar-24
SE Redmond Parking Garage	01-Nov-23 A	12-Mar-24
Garage Slab on Grade & Super Structure	02-Jan-24	08-Jan-24
GARAGE COMMUNICATIONS & ELECTRICAL ROOMS	01-Nov-23 A	15-Feb-24
Garage Startup & Commissioning / Punchlist / Project Completion	15-Feb-24	12-Mar-24
Garage - Startup & Commissioning	15-Feb-24	12-Mar-24
Downtown Redmond Station Construction (HP)	09-Jan-24	04-Apr-24
COMMISSIONING	24-Feb-23 A	13-Jul-24
Downtown Redmond Link Extension - Rail Activation	26-Aug-24	31-Dec-24
Downtown Redmond Link Extension - Rail Activation	26-Aug-24	31-Dec-24
T20 - Transition To Operations	26-Aug-24	26-Aug-24
Project Delivery - Milestones/O&M/Spare Parts/Training/Warranties	26-Aug-24	26-Aug-24
Contract Milestones	26-Aug-24	26-Aug-24
Pre-Revenue Service	26-Aug-24	24-Nov-24
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	26-Aug-24	10-Oct-24
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	10-Oct-24	24-Nov-24
Project Float Contingency	24-Nov-24	31-Dec-24
Revenue Service - Float	24-Nov-24	31-Dec-24
Revenue Service	31-Dec-24	31-Dec-24
Revenue Service Date (Baseline 31-Dec-24)		31-Dec-24*



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g., fee acquisitions, guideway easements, permanent easements, and temporary construction easements) and non-compensable rights (e.g., rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Downtown Redmond Link Extension Property Acquisition Status*

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date***	**Relocations Required**	**Relocations Completed to date**
84	94	66	83	1579	1579

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of DRLE this incudes relocation of storage units by impacted individuals.

Community Engagement

- Finalized conversations with community partners for 2024 partnerships.
- Ongoing coordination with homeowners in segment 1B as backyard restorations are completed.
- Coordinated access to Meadows HOA storage yard enabling SWK to bring in a vacuum truck.
- Responded to several complaints about perceived lack of progress on Redmond Way/SR202.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The variance in the utilization of consultants is due to the design-build project management team being prudently mobilized. The variance on ST Staff is due to lower than anticipated staff cross charges. Overtime, the variance should trend closer to plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.7	24.1	5.6
Consultants	26.7	24.6	2.1
TOTAL	56.4	48.7	7.7

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Construction Safety

Data/ Measure	December 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	7	27
Days Away From Work Cases	0	1	3
Total Days Away From Work	0	12	89
First Aid Cases	0	35	114
Reported Near Mishaps	0	16	40
Average Number of Employees on Worksite	450	-	-
Total # of Hours (GC & Subs)	30,000	664,302	1,787,870
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	2.11	3.02
LTI Rate	0.00	0.30	0.34
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract R200 - DRLE Design Build

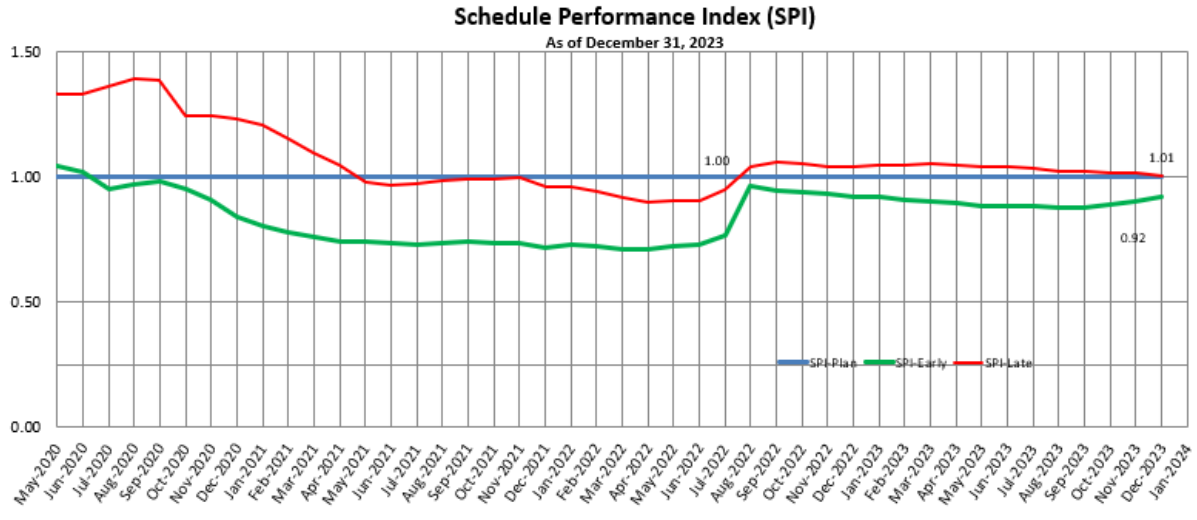
Current Progress

Construction:

- Cut and Cover Construction: Continue to install chain link fencing, seat wall pour on hold waiting for skate deterrent metal embeds to arrive, and installation of COR waterline is ongoing at 40th to 51st Street. Soil amendment and irrigation, landscaping behind post and panel wall and regulating OCS wiring is ongoing at 51st to 60th Street. Landscaping on the south side of guideway and guideway fence installation is ongoing at 60th C&C and UTB area.
- Sammamish River to Marymoor Station: Restoration of area underneath Structure A is ongoing.
- Marymoor Village Station (MVS) and Garage: Metal panel installation at canopy soffit and curb construction along MVS plaza is ongoing. Mechanical, Electrical, Plumbing, and Fire Protection (MEPF) work in progress on garage levels 1-2. Painting is ongoing on garage level 1. Communications work on garage levels 2-5. Photovoltaic panel installation on garage level 6. Garage cable barriers work is ongoing. Exterior architectural metal panel installation is ongoing.
- SR-520/SR-202 Interchange: Began installation of OCS poles.
- Bear Creek to Downtown Redmond: Dry finish superstructure and pig seal concrete throughout Structure B work ongoing.
- Downtown Redmond Station: Installation of infiltration gallery, underground drainage piping installation, and TPO roofing and drywall installation at West Tail Track Buildings is ongoing. MEPF installation of overhead hanging supports and fire suppression rough-in at Plaza level is ongoing at East Station Entry. Overhead MEPF and MEP rough-in for KCM restroom facilities is ongoing at West Station Entry. Roofing, glazing, painting and overhead MEPF rough-in work at canopies is ongoing at Station Platform Level.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.92 and the late SPI is at 1.01 for this period. The early SPI for December 2023 is lower than projected. The contractor's performance is lagging the baseline due to delays to garage build-out of Communications/electrical/UPS/mechanical rooms, overhead mechanical electrical, piping rough-in. The early SPI is also impacted by delays to the Downtown Redmond Station structural steel erection, exterior enclosure as well as delay to roadway restoration throughout the project and labor resource availability. The delivery of traction power and train signal equipment to the site negatively impacted the early SPI. Overall, the late SPI continues to maintain on-time completion.



Next Period's Activities

- RTS to Marymoor: Continue to install chain link fencing, COR waterline, soil amendment and irrigation, landscape on the south side of guideway, install guideway fence, OCS wire installation, restore area underneath Structure A and install fence fabric.
- Marymoor Garage: Continue glazing on SW Beacon, tension mesh installation, beacon drywall installation, MEPF rough in, painting, Comm closet work, photovoltaic panel installation and stair work.
- Bear Creek to Downtown Redmond: Continue to dry finish superstructure and pig seal concrete throughout.
- Downtown Redmond Station: Continue structural steel work, drywall, veneer brick, insulation and roofing installation, MEPF work and fire suppression work.

Closely Monitored Issues

- Station progress – ramping up activities, sustaining progress and coordination of several subcontractors work.
- System progress – civil readiness and system ramp up and production.
- Submittals: continue to work with the Design-Builder to improve the timing and turn-around of submittals.
- Duct bank construction progress on elevated structures.

Cost Summary

Present Financial Status	Amount	
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture		
Original Contract Value	$	719,936,000
*Change Order Value	$	58,233,787
Current Contract Value	$	778,169,787
Total Actual Cost (Incurred to Date)	$	684,600,383
Percent Complete		85.4%
Alternative Concept Allowance	$	29,612,787
Authorized Contingency	$	93,313,813
*Contingency Drawdown	$	58,233,787
**Contingency Index		1.65

**Excludes Betterments **Excludes Betterments & ACA*



Platform Work at Marymoor Village Station

Link Light Rail
East Link Extension

Project Summary

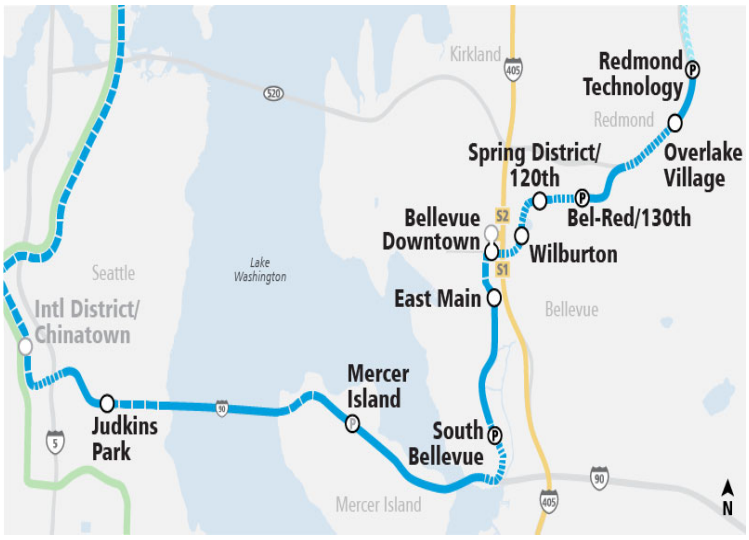
Scope

Limits Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.

Alignment East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.

Stations Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

Systems Signals, traction electrification, and communications (SCADA).



Map of East Link Extension Alignment

Phase Construction

Budget $3.68 Billion (Baseline April 2015)

Schedule Baseline Revenue Service Date: June 2023

Possible Opening Timeline: ELSL: RTS to South Bellevue Spring 2024 (Pending approval)
ELE: South Bellevue to International District Station 2025 (Pending approval)

Key Project Activities

- **Seattle to South Bellevue (E130):** Advanced non-conforming track plinth build-back and placement from IDS to East Channel Bridge, including completion of nylon insert replacement; ongoing investigation of embedded items within the post tensioning exclusion zone at floating bridge approaches; continued punch list and commissioning activities at Mercer Island and Judkins Park Stations.
- **Mercer Island Transit Integration (E135):** Ongoing punch list, landscape maintenance activities, and follow-on contract work; continued close-out of commercial items.
- **South Bellevue (E320):** Ongoing landscape maintenance; City of Bellevue Fire Department approved Downtown Bellevue Station Temporary Certificate of Occupancy; Independent follow-on contractor continues to progress tile rework.
- **Downtown Bellevue to Spring District (E335)**: Project acceptance and substantial completion issued effective August 23, 2023. Fire alarm inspections were held on December 1, 2023 at Bellevue Downtown Station and closed all but two permits with final fire alarm inspections scheduled for January 3, 2024. Continued site wide change notice work and elevator/ escalator maintenance.
- **Bel-Red (E340)**: The project has reached Acceptance of all work (Milestone 4) and settlement agreement executed and paid. The project is officially in closeout and working on issuing Final Acceptance.
- **SR520 to Redmond Technology Station (E360)**: Substantial completion achieved on August 30, 2023. Certificate of Occupancy for RT Garage granted September 7, 2023, for RT Station on September 28, 2023, and for Overlake Village Station on October 23, 2023. RT Garage opened to public parking on October 30, 2023. ST management continues to work on closing out commercial items.
- **Systems (E750):** Continued submittals and close out materials are being produced for safety certification for the East Link Starter Line (ELSL). Progressed communication installations on end-to end East Link alignment; Integrated test reports are being submitted by the Contractor and being reviewed by the Construction Management Consultant (CMC) for final acceptance for ELSL portion of the project.

Closely Monitored Issues

- Late discovery of contractor quality issues. E130 track plinths demolition/reconstruction, previous rebar and post-tensioned cable strikes, and tile rework at various stations is currently the biggest schedule and cost impact.
- Sound Transit is proceeding with an option to open the Bellevue to Redmond section as the East Link Starter Line (ELSL) in Spring 2024. The ST board has decided to proceed with opening the Starter Line for revenue service.
- Design corrections, scope additions, contractor performance issues and passenger information management system (PIMS).
- Thefts of installed elements along the project alignment.
- Significant Contractor claims on E130 and E750 remain; Settlement agreements have been reached on E320, E335, E340, and tentatively on E360.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight "blind spots".
- Operational readiness - operational capacity to support transition from construction and then to operate and maintain Link.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The Estimated Final Cost (EFC) remains the same at approximately $3.68B. This period's estimated expenditure came in at about $10.6M, bringing the total expenditure to date to around $3.36B. Project commitment is now at approximately $3.45B with all major construction contracts in place or near completion.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$186.2	$186.2	$146.3	$144.7	$186.2	$0.0
Preliminary Engineering	$55.9	$54.8	$54.8	$54.8	$54.8	$0.0
Final Design	$283.0	$268.9	$256.9	$254.0	$268.9	$0.0
Construction Services	$257.5	$277.2	$264.3	$254.4	$277.2	$0.0
3rd Party Agreements	$52.2	$49.7	$41.4	$38.4	$49.6	$0.0
Construction	$2,544.3	$2,551.9	$2,402.1	$2,335.5	$2,551.9	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$298.2	$288.5	$280.9	$280.1	$288.5	$0.0
Total	**$3,677.2**	**$3,677.2**	**$3,446.8**	**$3,361.9**	**$3,677.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$744.6	$941.5	$950.8	$941.3	$970.7	($29.2)
20 Stations	$397.7	$467.1	$479.4	$467.9	$483.9	($16.8)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$808.5	$631.8	$542.9	$526.8	$578.5	$53.3
50 Systems	$353.8	$421.0	$375.1	$347.9	$427.7	($6.6)
Construction Subtotal (10 - 50)	**$2,304.6**	**$2,461.4**	**$2,348.2**	**$2,283.8**	**$2,460.7**	**$0.7**
60 ROW, Land	$288.5	$278.5	$280.9	$280.1	$278.5	$0.0
70 Vehicles (non-revenue)	$2.8	$2.8	$1.0	$1.0	$2.8	$0.0
80 Professional Services	$898.4	$895.6	$816.7	$797.0	$896.4	($0.7)
90 Unallocated Contingency	$182.9	$38.8	$0.0	$0.0	$38.8	($0.0)
Total (10 - 90)	**$3,677.2**	**$3,677.1**	**$3,446.8**	**$3,361.9**	**$3,677.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks areas that may impact project cost and schedules:

- Construction Claims: There are significant construction contractor claims on E130, and E750. Settlement agreements have been reached on E320, E335, and E340. A tentative settlement agreement with the E360 contractor is being finalized and progressing a partial settlement with E750 for at least the South Bellevue to Redmond Technology segment.
- Late Discovery of Contractor Quality Issues: Non-conforming Direct Fixation (DF) concrete plinth reconstruction on E130 is the most significant schedule and cost impact on the project schedule. DF plinth build back continues to slip as we continue to work with the contractor to determine how fast we can cast the blocks that are part of the critical path to mitigate schedule impacts. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- Operational Readiness: Availability of LRV and completion of Series I LRV Automatic Train Protection (ATP) retrofit is an ongoing risk. These issues are being monitored and mitigation steps are continually being examined. Delays in hiring key positions in King County Metro (KCM) is a significant concern. There will be enough resources to staff the ELSL. ST and KCM continue to monitor hiring closely.
- Design and Construction Changes: ST requested design changes related to operations, safety, and security; additional scope items required for new safety and/or operating requirements from both internal and third parties; Completing all remaining construction items, including tile rework at multiple stations resulting in impacts to both schedule and cost.



Live wire testing of LRV in the Bellevue segment of East Link

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of $795.9M. All major construction contracts have been procured and the total contingency balance stands at $174.8M (previously $178.1). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA balance is $0.4M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency show a net increase of $2.9M largely attributed transfer from UAC.

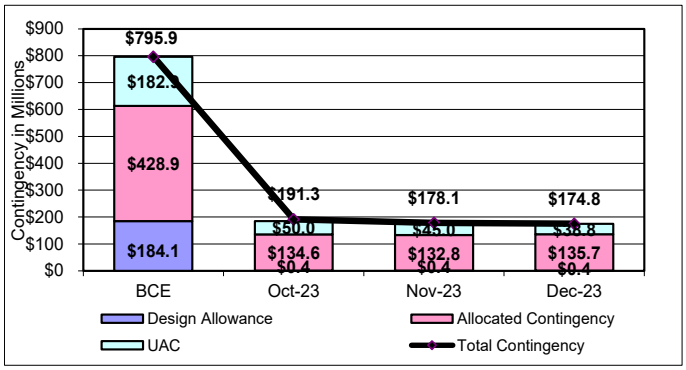
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC decreased by $6.2M; allocation to Design Support and Construction Services due to longer project durations.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$184.1	5.0%	$0.4	0.1%
Allocated Contingency	$428.9	11.7%	$135.7	43.1%
Unallocated Contingency	$182.9	5.0%	$38.8	12.3%
Total	**$795.9**	**21.6%**	**$174.8**	**55.5%**

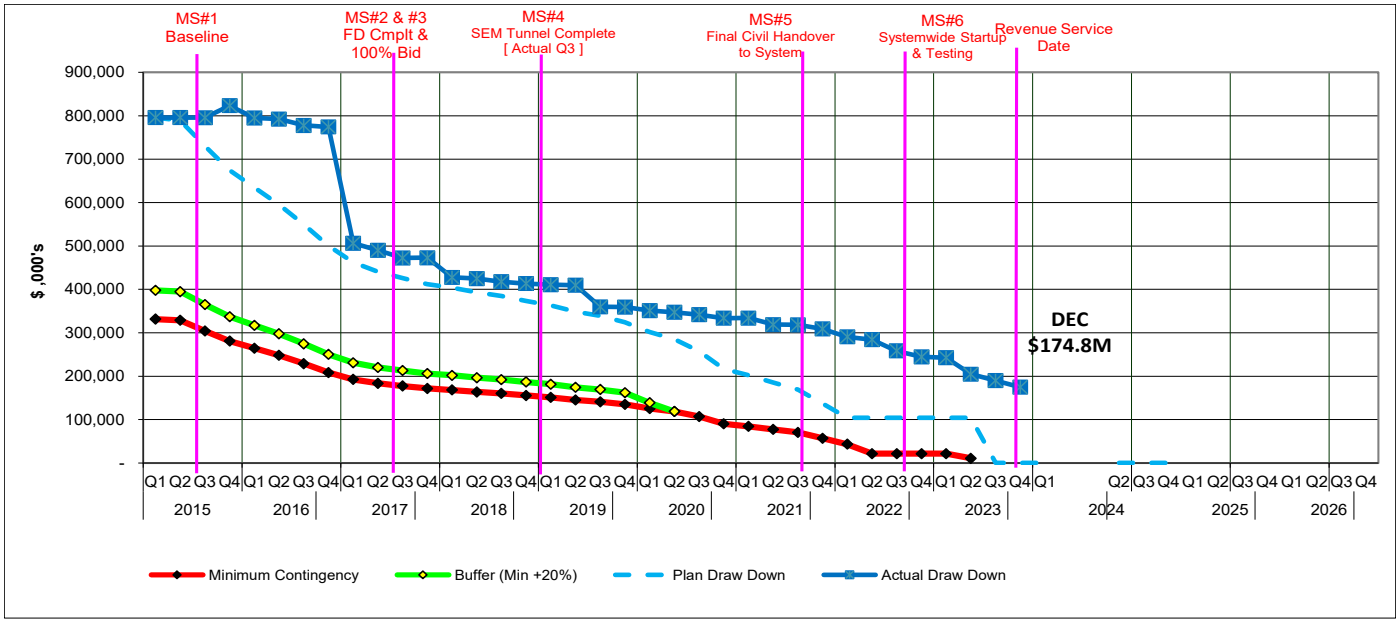
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at $174.8M (previously $178.1M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of December recorded a net decrease of $3.3M.



Contingency Drawdown as of December 31, 2023

Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.48%.

E130 continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.

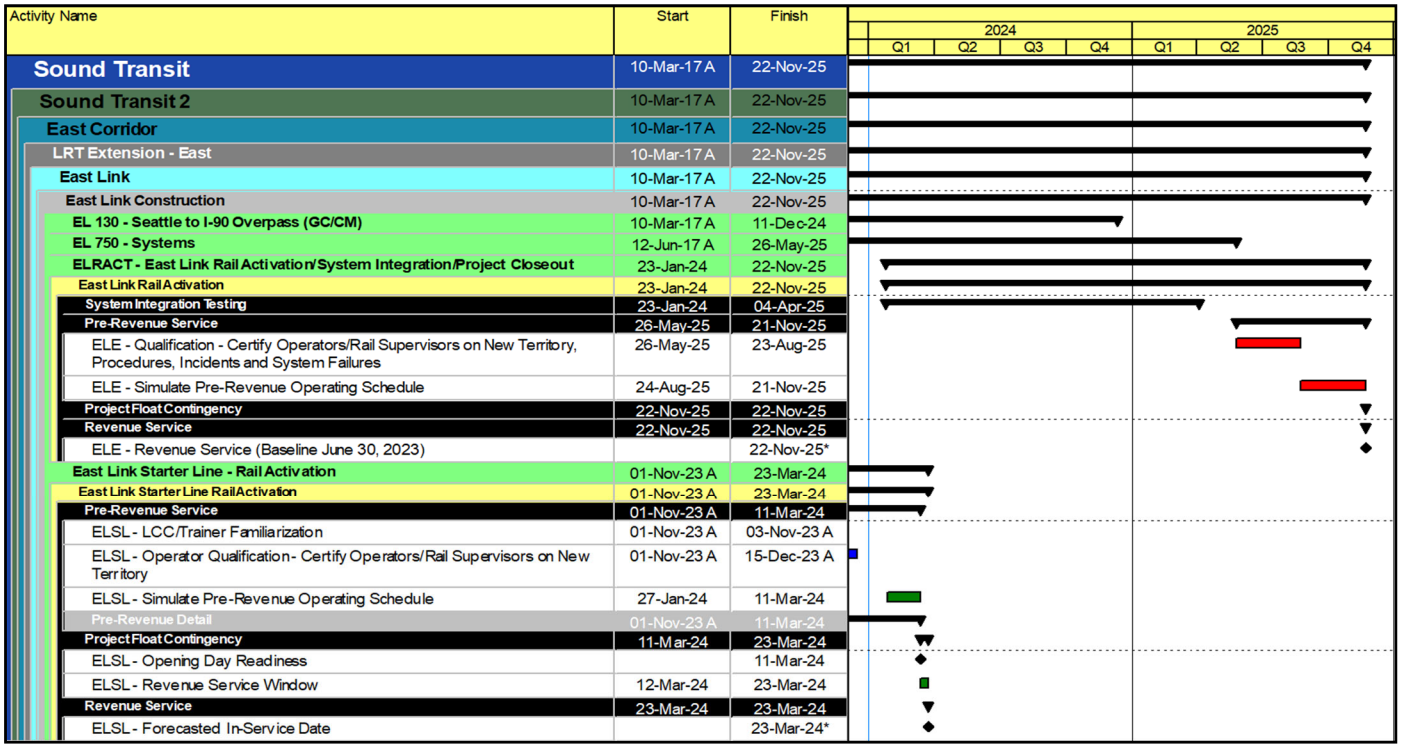
E320 and E360 have achieved Substantial completion and are working toward Acceptance.

E330, E335, and E340 have achieved Acceptance or Final Acceptance.

E750 continued system integration testing between South Bellevue and Redmond Technology Stations.

In August 2023, the Sound Transit Board voted to proceed with opening the portion of the alignment between South Bellevue Station and Redmond Technology Station early (East Link Starter Line). This ELSL transitioned to the pre-revenue phase on November 1, and is planned to open for Revenue Service Spring 2024. There are some remaining construction items being completed under follow-on contracts that will extend through January.

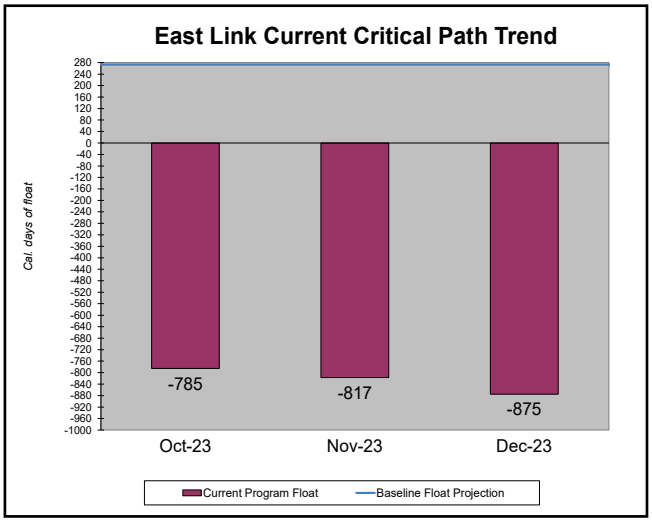
Activity Name	Start	Finish
Sound Transit	10-Mar-17 A	22-Nov-25
Sound Transit 2	10-Mar-17 A	22-Nov-25
East Corridor	10-Mar-17 A	22-Nov-25
LRT Extension - East	10-Mar-17 A	22-Nov-25
East Link	10-Mar-17 A	22-Nov-25
East Link Construction	10-Mar-17 A	22-Nov-25
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	11-Dec-24
EL 750 - Systems	12-Jun-17 A	26-May-25
ELRACT - East Link Rail Activation/System Integration/Project Closeout	23-Jan-24	22-Nov-25
East Link Rail Activation	23-Jan-24	22-Nov-25
System Integration Testing	23-Jan-24	04-Apr-25
Pre-Revenue Service	26-May-25	21-Nov-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	26-May-25	23-Aug-25
ELE - Simulate Pre-Revenue Operating Schedule	24-Aug-25	21-Nov-25
Project Float Contingency	22-Nov-25	22-Nov-25
Revenue Service	22-Nov-25	22-Nov-25
ELE - Revenue Service (Baseline June 30, 2023)		22-Nov-25*
East Link Starter Line - Rail Activation	01-Nov-23 A	23-Mar-24
East Link Starter Line Rail Activation	01-Nov-23 A	23-Mar-24
Pre-Revenue Service	01-Nov-23 A	11-Mar-24
ELSL - LCC/Trainer Familiarization	01-Nov-23 A	03-Nov-23 A
ELSL - Operator Qualification - Certify Operators/Rail Supervisors on New Territory	01-Nov-23 A	15-Dec-23 A
ELSL - Simulate Pre-Revenue Operating Schedule	27-Jan-24	11-Mar-24
Pre-Revenue Detail	01-Nov-23 A	11-Mar-24
Project Float Contingency	11-Mar-24	23-Mar-24
ELSL - Opening Day Readiness		11-Mar-24
ELSL - Revenue Service Window	12-Mar-24	23-Mar-24
Revenue Service	23-Mar-24	23-Mar-24
ELSL - Forecasted In-Service Date		23-Mar-24*



Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 875 days behind the target Revenue Service Date of June 30, 2023. Although the E130 contractor is generally meeting its anticipated production rates for plinth reconstruction, quality issues continue to impact the schedule; however, the forecast is still within the expected range for completion based on internal estimates.

As presented to the Sound Transit Board in December 2022, timing and sequencing for multiple project openings has been revised following the program-wide risk assessment, new possible opening timeline for East Link set for 2025. As part of this assessment, it was determined that the pre-revenue period should be increased from 3 to 6 months.



Critical Path Analysis

The East Link critical path this month continues to run through track plinth reconstruction on E130, and subsequently E750 access to complete OCS and signal installation and systems integration testing. The E130 schedule has slipped this month due to the need to repair a number of dual block plinths on the floating bridge. ST is working with the contractor to find a more time-efficient solution than the one initially proposed in order to mitigate some of the potential schedule impact.

Activity Name	Start	Finish
EL 130 - Seattle to I-90 Overpass (GC/CM)	21-Dec-23 A	11-Dec-24
E130 Construction	21-Dec-23 A	11-Dec-24
Milestones	11-Nov-24	11-Dec-24
Project Management	11-Nov-24	11-Dec-24
Coordination	11-Nov-24	11-Dec-24
16. Sound Transit Controlled Float (30 Days)		11-Nov-24
16. Punchlist Work	12-Nov-24	11-Dec-24
Construction	21-Dec-23 A	11-Nov-24
Structures Retrofit	27-Sep-24	01-Oct-24
Trackwork	21-Dec-23 A	11-Nov-24
EL 750 - Systems	06-Jul-21 A	25-May-25
E750 Construction	06-Jul-21 A	25-May-25
E750 Project	06-Jul-21 A	25-May-25
E750 Engineering	15-Mar-25	30-Mar-25
E750 Construction	06-Jul-21 A	25-May-25
E750 Milestones	06-Jul-21 A	25-May-25
E750 OCS	31-Oct-24	06-Feb-25
E750 Signals	01-Nov-24	04-Feb-25
E750 Testing and Commissioning	10-Jan-25	25-May-25
ELRACT - East Link Rail Activation/System Integration/Project Closeout	26-May-25	22-Nov-25
East Link Rail Activation	26-May-25	22-Nov-25
Pre-Revenue Service	26-May-25	21-Nov-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	26-May-25	23-Aug-25
ELE - Simulate Pre-Revenue Operating Schedule	24-Aug-25	21-Nov-25
Revenue Service	22-Nov-25	22-Nov-25
ELE - Revenue Service (Baseline June 30, 2023)		22-Nov-25*
East Link Starter Line - Rail Activation		



E335 Bellevue Downtown Station

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent easements and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining.

The right-of-way program status for this period is summarized in the following table:

East Link Extension Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
239	246	239	239	229	229

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Community Engagement

December's focus included, but not limited to:

- Notified residents in Bellevue about 24-hour per day work hours for tile work at South Bellevue and Spring District Station.
- Responded to complaints about noise with tile work.
- Responded to two ongoing issues at Lake Bellevue and on the E360 segment about high water when we get heavy rain.
- Continued outreach about track access on at-grade section, including to neighboring businesses and construction projects.
- Continued involvement with 2 Line Activation and Passenger and Community Readiness subcommittee.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline over time. The current overage is not indicative of an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning over to Operations will require more labor resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	51.2	53.6	(2.4)
Consultants	101.1	123.9	(22.8)
TOTAL	152.3	177.5	(25.2)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action This Period	

Construction Safety

Data/Measure	December 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	2	94
Days Away From Work Cases	0	1	16
Total Days Away From Work	0	11	1,348
First Aid Cases	1	66	437
Reported Near Mishaps	0	12	312
Average Number of Employees on Worksite	174	-	-
Total # of Hours (GC & Subs)	24,866	596,513	8,550,257
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.67	2.20
LTI Rate	0.00	0.34	0.37
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

R8A Stage 3A: Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build]

Status: Completed and Closed.

E130 Seattle to South Bellevue: International District Station (IDS) modification, retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E135 Mercer Island Transit Integration: Road improvements including a roundabout at N. Mercer Way and 77th Ave SE. to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station. [Design-Bid-Build]

Status: Substantial completion achieved. Punch list work remains.

E320 South Bellevue: One (1) Light Rail Station and a Parking Garage at South Bellevue P&R; aerial, at-grade, and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: Substantial Completion on August 29th, 2022. See following pages under Contract E320.

E330 Downtown Bellevue Tunnel: Sequential Earth Method (SEM) tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Acceptance Issued on Nov. 17th, 2020.

E335 Downtown Bellevue to Spring District: Four (4) Light Rail Stations; aerial, at-grade, and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: Substantial Completion and Project Acceptance issued August 23, 2023. See following pages under Contract E335.

E340 Bel-Red: One (1) Light Rail Station, aerial, and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: Achieved Acceptance and working on Final Acceptance. See following pages under Contract E340.

E360 SR520 to Redmond Technology Station: Two (2) Light Rail Stations; one (1) garage, one (1) pedestrian bridge; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: Achieved Substantial Completion on August 30, 2023 and working on Acceptance. *See following pages under Contract E360.*

E750 Systems: Light rail systems elements, including traction power electrification, overhead catenary system, train signals and communication system. Combined with Northgate Link N830. [Heavy Civil GC/CM].

Status: See following pages under Contract E750.



E130 Seattle to South Bellevue: Installing new nylon inserts, westbound on the floating bridge

Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

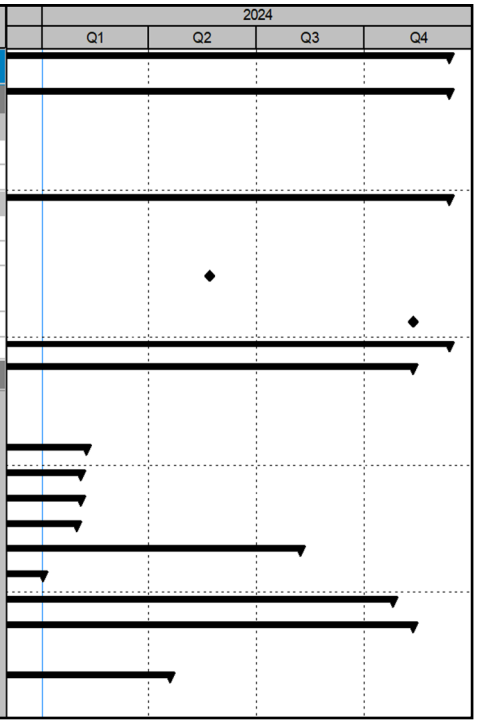
Current Progress

- **West Segment:** Continue punch list/commissioning at Judkins Park Station; progress survey of track alignment; advance PT/rebar damage repair along D2 roadway; and ongoing plinth build back and NCR remediation.
- **Center Segment:** Ongoing post-tensioned cable strike data collection on fixed approaches; advance track centerline survey check and continue floating cathode protection acclimation period.
- **East Segment:** Ongoing plinth build back and NCR remediation, including plinth gap repair and rail welding; and prepare for rail destressing at Mercer Island Station.

Schedule Summary

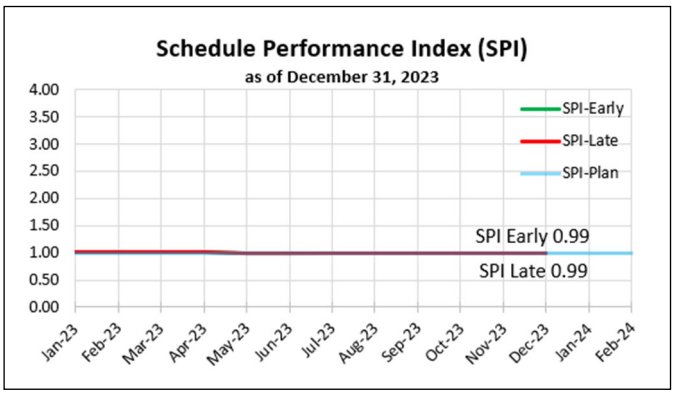
Contractor's December update forecasts a November 11, 2024, Substantial Completion date, 257 calendar days later than the contractual milestone date of February 28, 2024. The critical path runs through plinth procurement of 50-60 precast dual blocks for the floating bridge. ST is working with the contractor to find a more time-efficient solution than the one currently proposed, to bring the schedule back to August 2024.

Activity Name	Start	Finish
E130 Construction	10-Mar-17 A	11-Dec-24
Milestones	10-Mar-17 A	11-Dec-24
Access Milestones	10-Mar-17 A	12-May-17 A
16. Notice to Proceed - Package 1	10-Mar-17 A	
16. Notice To Proceed - Remaining Scope	12-May-17 A	
Major Project Complete Milestones	21-Aug-19 A	11-Dec-24
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20 A
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20 A
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22)		22-May-24*
16. MS#04 - Substantial Completion All Work (28-Feb-24)		11-Nov-24*
Milestone 1 Interim Dates	21-Aug-19 A	11-Dec-24
Construction	20-Mar-17 A	11-Nov-24
Preliminary Activities	03-Apr-17 A	08-Feb-21 A
Sitework	23-Aug-17 A	13-Jul-20 A
Demolition	20-Jul-17 A	07-Feb-24
Tunnel Modifications	18-Sep-17 A	02-Feb-24
Stations	31-May-17 A	02-Feb-24
OCS Bases/Frames	02-Apr-18 A	30-Jan-24
Civil/Utilities	05-Jul-17 A	07-Aug-24
Electrical	20-Mar-17 A	02-Jan-24
Structures Retrofit	20-Mar-17 A	24-Oct-24
Trackwork	02-Jan-18 A	11-Nov-24
Systems	26-Jun-17 A	16-Jun-23 A
IDS Modification	16-Jan-19 A	18-Apr-24
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A



Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently forecast to occur in Q4 2024. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work, replacement of nylon inserts, and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



Next Period's Activities

- **West Segment:** Direct fixation plinth reconstruction at D2 elevated structure; punch list, maintenance, commissioning at Judkins Park Station; and post tensioning damage repair at D2 roadway, Rainier Ave Bridge.
- **Center Segment:** Track reconstruction; cathodic protection monitoring.
- **East Segment***:* Non-conforming plinth reconstruction; punch list, maintenance, commissioning at Mercer Island Station; post tensioning damage repair.

Closely Monitored Issues

- Direct fixation track plinth reconstruction.
- Testing and commissioning at Mount Baker and Mercer Island Tunnel emergency ventilation systems.
- East Channel Bridge, D2 roadway rebar and post tensioning damage assessment and repair.

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (*incl. Phase 2 MACC*)	$665,000,000
Change Order Value	$56,597,949
Current Contract Value*	$719,683,590
Total Actual Cost (Incurred to Date)	$695,709,424
Percent Complete	97.2%
Authorized Contingency	$70,660,541
Contingency Drawdown	$56,597,949
Contingency Index	1.2

** Contract Value excludes Betterments*



Crews weld stray current studs on D2 roadway plinths

Contract E320 – South Bellevue – Substantially Complete

The E320 Contractor achieved Substantial Completion on August 29, 2022.

- Sound Transit to issue Acceptance upon acceptable completion of remaining punch list landscaping and civil activities, anticipated by mid-2024; track NCR work will be completed by a follow-on contract.
- Defective South Bellevue Station platform and mezzanine tile assemblies are being replaced by the Follow-on 1 contractor.



Cost Summary

Final Financial Status	Amount
E320 Contractor - Shimmick / Parsons Joint Venture	
Original Contract Value	$319,859,000
Change Order Value	$44,571,973
Current Contract Value*	$364,396,719
Total Actual Cost (Incurred to Date)	$364,287,731
Percent Complete	99.9%
Authorized Contingency	$45,532,000
Contingency Drawdown	$44,571,973
Contingency Index	1.0

**Amount excludes Betterments & START.*



Contractor performing storm sewer jetting to remove line-blocking debris at South Bellevue Station

Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

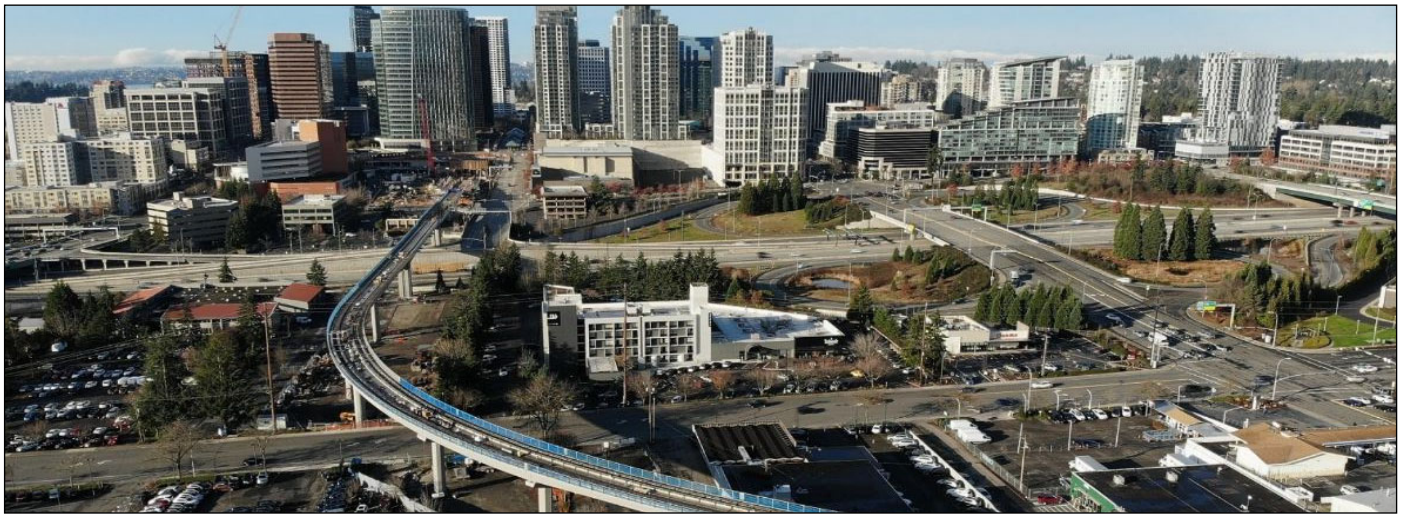
The E335 contractor achieved Substantial Completion and Acceptance on August 23, 2023.

Next Period's Activities

- Bellevue Downtown Station (BDS): Final fire alarm inspections held on December 1, 2023. Revisions to the PA announcement by Wabtec and fire alarm devices in the mid-tunnel mezzanine have been completed and the final fire alarm inspection scheduled for January 3, 2024.
- The landscape maintenance period has ended. A final walk was completed this month with the contractor, ST and City of Bellevue staff and was accepted by the city.
- Sitewide continued change notice work and elevator/ escalator maintenance.
- Temporary certificate of occupancy granted for BDS following successful final permit inspections.

Closely Monitored Issues

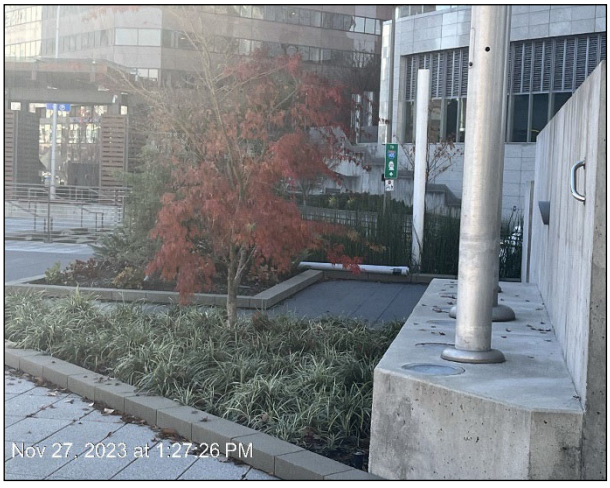
- Change notice work at BDS.
- Completion of the safety certifiable paperwork.
- BDS emergency ventilation system should be fully approved and operational pending final fire inspection.
- Replacement of 120th Station with new textured tile performed by Follow-on Contract 1 (HSW).
- Ongoing tile warranty issues at all E335 stations are complicated by inclement weather and the pending transition of track permitting back to KC Rail.



E335 Aerial Guideway Looking West to Downtown Bellevue

Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck / Atkinson Joint Venture (SWA-JV)	
Original Contract Value (includes station scope)	$393,798,210
Change Order Value	$53,478,079
Current Contract Value	$447,276,289
Total Actual Cost (Incurred to Date)	$446,348,371
Percent Complete	99.9%
Authorized Contingency	$55,559,911
Contingency Drawdown	$53,478,079
Contingency Index	1.0



Landscape Maintenance at Bellevue Downtown Station

Contract E340 – Bel-Red – Substantially Complete

E340 Contractor achieved Substantial Completion on September 30, 2022 and Acceptance of 130th Station on March 9, 2023.

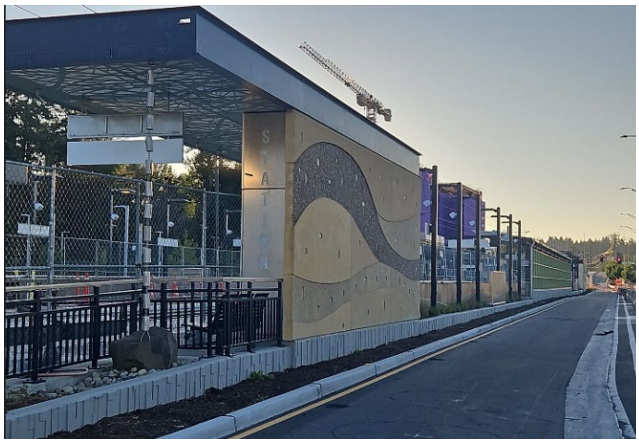
- Issued warranty notifications for 130th Bel-Red Station truncated dome tiles and the station electrical handhole covers. Work to repair the tile and handholes is ongoing.



130th Bel-Red Station Looking East

Cost Summary

Present Financial Status	Amount
E340 Contractor – Max J Kuney	
Original Contract Value	$93,170,012
Change Order Value	$19,833,241
Current Contract Value	$113,003,253
Total Actual Cost (Incurred to Date)	$113,003,253
Percent Complete	100%
Authorized Contingency	$19,833,241
Contingency Drawdown	$19,833,241
Contingency Index	1



130th St. Station from NE Spring Blvd

Contract E360 – SR 520 to Redmond Technology Station (RTS)

The E360 contractor achieved Substantial Completion on August 30, 2023.

- Certificate of Occupancy for RT Garage granted September 7, 2023 and for RT Station granted September 28, 2023.
- RTS parking garage opened to the public on October 30, 2023.
- Certificate of Occupancy for Overlake Village Station issued October 23, 2023.

Next Period's Activities

- Continue processing final record drawings, closure of final permits and other contract closeout documents.

Closely Monitored Issues

- E360 Contract Acceptance.
- Start of warranty period.



Redmond Technology Station and Garage

Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	$225,336,088
Change Order Value	$6,404,878
Current Contract Value	$231,740,966
Total Actual Cost (Incurred to Date)	$214,940,035
Percent Complete	98.2%
Authorized Contingency	$22,533,609
Contingency Drawdown	$6,404,878
Contingency Index	3.5

Table Excludes Betterment



Redmond Technology Station Transit Loop and Artwork

Contract E750 – Systems Heavy Civil GC/CM

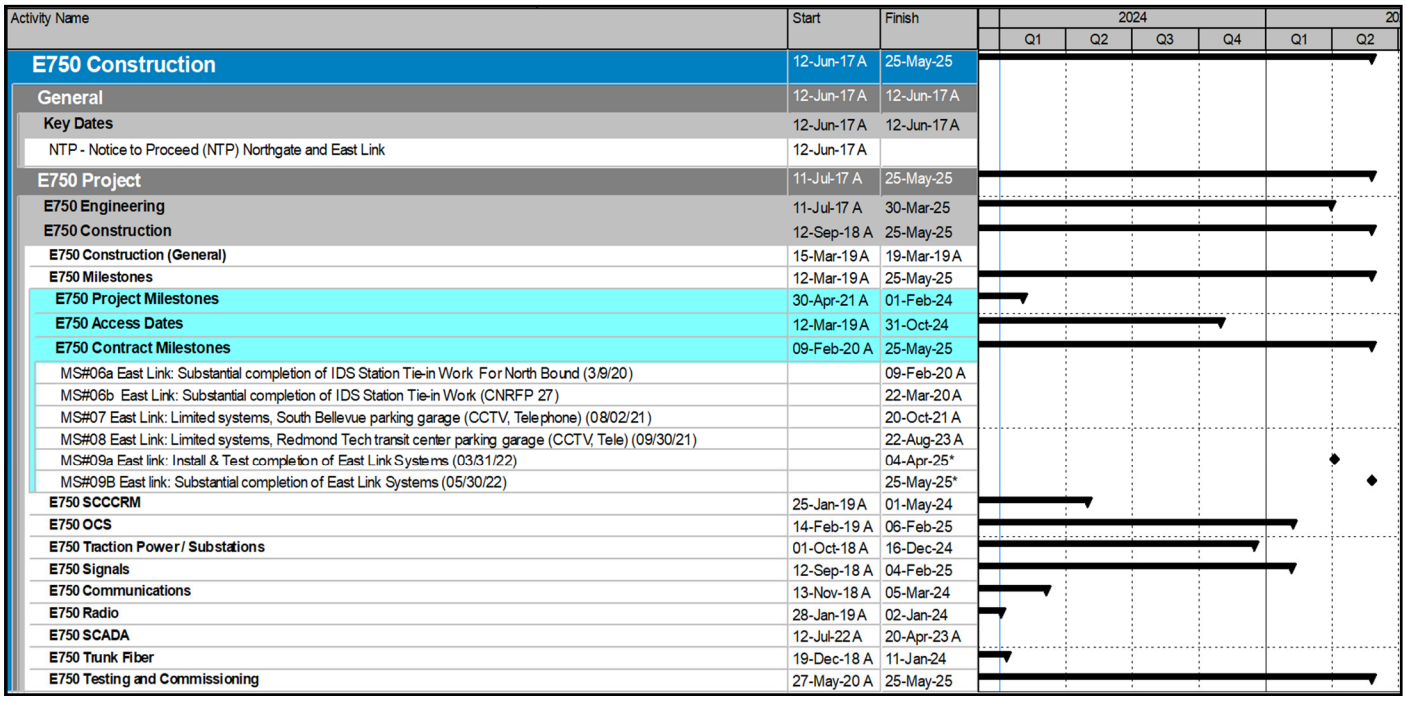
Current Progress

- Continuing systems integration testing (SIT) and punch list items between South Bellevue and Redmond Technology Stations.

Schedule Summary

The December update projects a May 25, 2025, Substantial Completion Date, 1,091 calendar days later than the contractual milestone date of May 30, 2022. The critical path for this contract is driven by track handover from the E130 civil contractor, which is significantly delayed. Installation and testing for the East Link Starter Line is mostly complete with some punch list activity continuing through the pre-revenue period until early March.

Activity Name	Start	Finish
E750 Construction	12-Jun-17 A	25-May-25
General	12-Jun-17 A	12-Jun-17 A
Key Dates	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A	
E750 Project	11-Jul-17 A	25-May-25
E750 Engineering	11-Jul-17 A	30-Mar-25
E750 Construction	12-Sep-18 A	25-May-25
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A
E750 Milestones	12-Mar-19 A	25-May-25
E750 Project Milestones	30-Apr-21 A	01-Feb-24
E750 Access Dates	12-Mar-19 A	31-Oct-24
E750 Contract Milestones	09-Feb-20 A	25-May-25
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		20-Oct-21 A
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		22-Aug-23 A
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		04-Apr-25*
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		25-May-25*
E750 SCCCRM	25-Jan-19 A	01-May-24
E750 OCS	14-Feb-19 A	06-Feb-25
E750 Traction Power / Substations	01-Oct-18 A	16-Dec-24
E750 Signals	12-Sep-18 A	04-Feb-25
E750 Communications	13-Nov-18 A	05-Mar-24
E750 Radio	28-Jan-19 A	02-Jan-24
E750 SCADA	12-Jul-22 A	20-Apr-23 A
E750 Trunk Fiber	19-Dec-18 A	11-Jan-24
E750 Testing and Commissioning	27-May-20 A	25-May-25

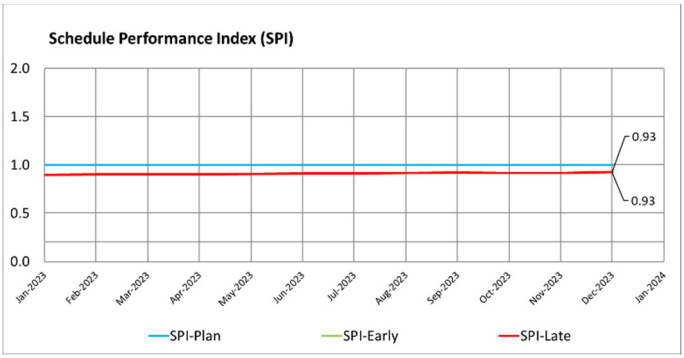


Schedule Performance Index

E750 contract substantial completion date planned for May 30, 2022 is currently anticipated to occur in Q2 2025.

The SPI-Early and SPI-Late is 0.93. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

The lagging is due to delayed access to civil segments, primarily within the I-90 segment. The ELE team continues to monitor and evaluate various mitigation options should the late plans continue to slip further.



Next Period's Activities.

- Continuing systems integration testing (SIT) between South Bellevue and Redmond Technology Stations.

Closely Monitored Issues

- Systems integration testing between South Bellevue and Redmond Technology Stations.
- SIT testing and test reports along with safety and security certifiable item paperwork.
- Completion of the PSERN radio requirements.
- Testing of the BMS and PIMS software upgrades.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	$255,768,128
Change Order Value	$16,239,810
Current Contract Value	$272,007,938
Total Actual Cost (Incurred to Date)	$247,079,543
Percent Complete	95.5%
Authorized Contingency	$65,788,406
Contingency Drawdown	$16,239,810
Contingency Index	4.1

**The N830 and E750 Systems is a joint procurement. The table above represents E750 Systems only.*



Systems Integration Testing at the 130th Station

Link Light Rail
Everett Link Extension

Project Summary

Scope

Limits The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and Everett Station.

Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

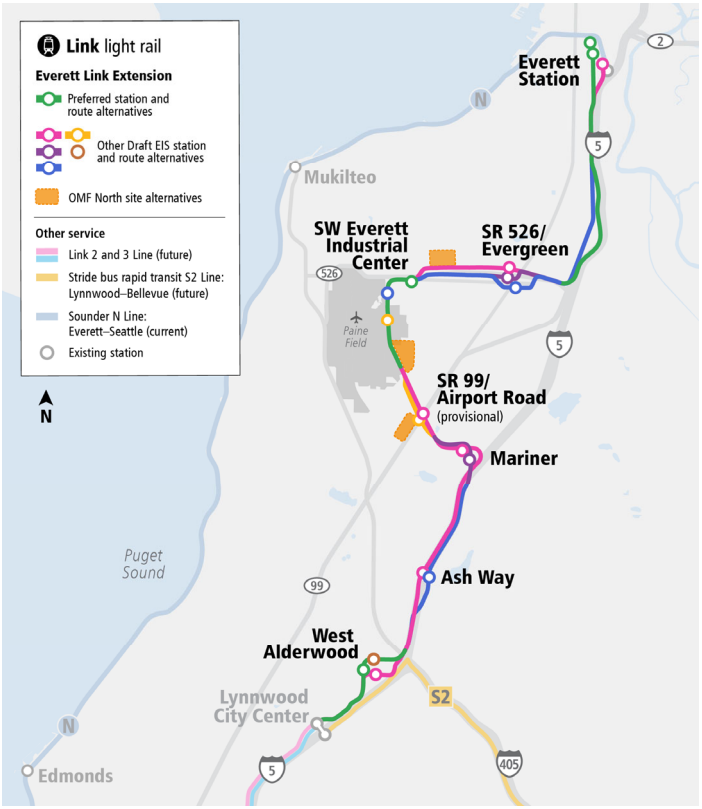
Systems Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase Planning

Budget $197 Million through completion of Preliminary Engineering.

Schedule Forecasted In-Service Date:
SW Everett Industrial Station: 2037
Everett Station: 2037
Parking at Mariner & Everett 2046

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Everett Link Extension

Key Project Activities

- Conducted a land use workshop for the Model Code Partnership and station area planning workshops with City of Everett, City of Lynnwood, Snohomish County, Community Transit, and Everett Transit.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding conceptual engineering and the draft environmental impact statement.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

During the annual budget cycle $9M was added to the project to fund right-of-way acquisition. The current Authorized Project Allocation is for completion of preliminary engineering. In December 2023, $2.6M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$34.2	$10.2	$9.9	$34.2	$0.0
Preliminary Engineering	$128.5	$87.6	$28.5	$128.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$13.2	$0.4	$0.3	$13.2	$0.0
Construction	$1.0	$0.6	$0.6	$1.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$20.1	$5.5	$0.4	$20.1	$0.0
Total	**$196.9**	**$104.3**	**$39.7**	**$196.9**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$1.0	$0.6	$0.6	$1.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$1.0**	**$0.6**	**$0.6**	**$1.0**	**$0.0**
60 Row, Land	$19.0	$5.5	$0.4	$19.0	$0.0
80 Professional Services	$161.3	$98.2	$38.7	$161.8	$0.0
90 Unallocated Contingency	$15.7	$0.0	$0.0	$15.1	$0.0
Total (10 - 90)	**$196.9**	**$104.3**	**$39.7**	**$196.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

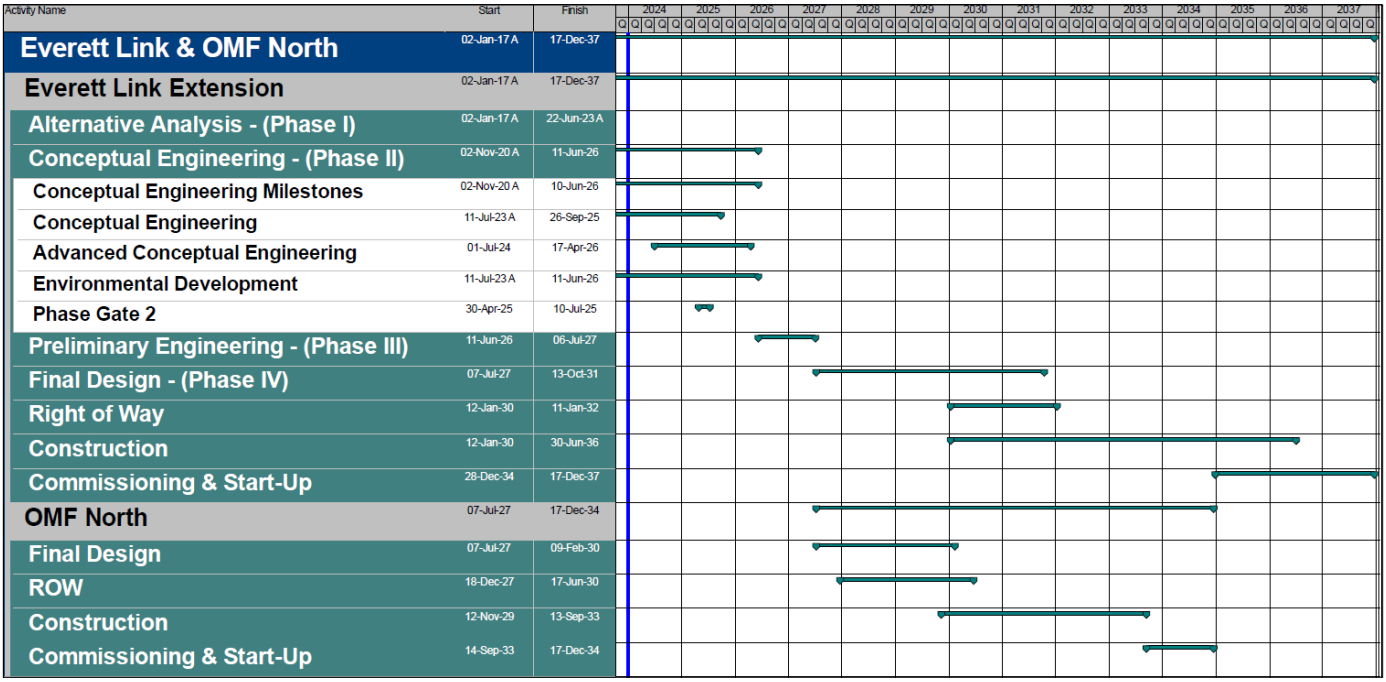
Risk Management

The following are the top cost and schedule project risks:

- Emerging schedule delay due to confirming environmental review process with third parties.
- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.
- Comparative cost estimates for OMF North and Preferred Alternative for EVLE are trending higher than the current Finance Plan Estimate. QRA and Value Engineering efforts were conducted in Q1 and Q2; QRA analysis shows comparative cost estimates trending higher than the current Finance Plan Estimate.
- Operational modeling conducted for Line 2 turnback resulted in additional programming needs.

Project Schedule

The Phase 2 work is underway. The consultant's schedule for Phase 2 has been updated and reflects an on-time completion for the DEIS. The schedule maintains the current target dates of 2034 for completion of the OMF and the end of 2037 for completion of the project.



Community Engagement

- Hosted five community workshops to better understand the project priorities of historically underserved communities.
- Continued coordination with Boeing, Local Initiative Support Corporation, and Ziply Fiber.
- Hosted a table at the Everett Farmers Market and Connect Casino Road Wintertide.
- Provided project briefings to Mill Creek Foursquare Church, Washington State University—Snohomish County Extension, Alderwood Community Church, Everett Station District Alliance, and Casino Square businesses.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County, and Community Transit regarding community engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Staffing variance reflects as project was transitioning to Phase 2 work, which began in Q3/Q4 2023.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.1	16.2	5.9
Consultants	44.0	43.9	0.1
TOTAL	66.1	60.1	6.0

** An FTE is the equivalent to 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

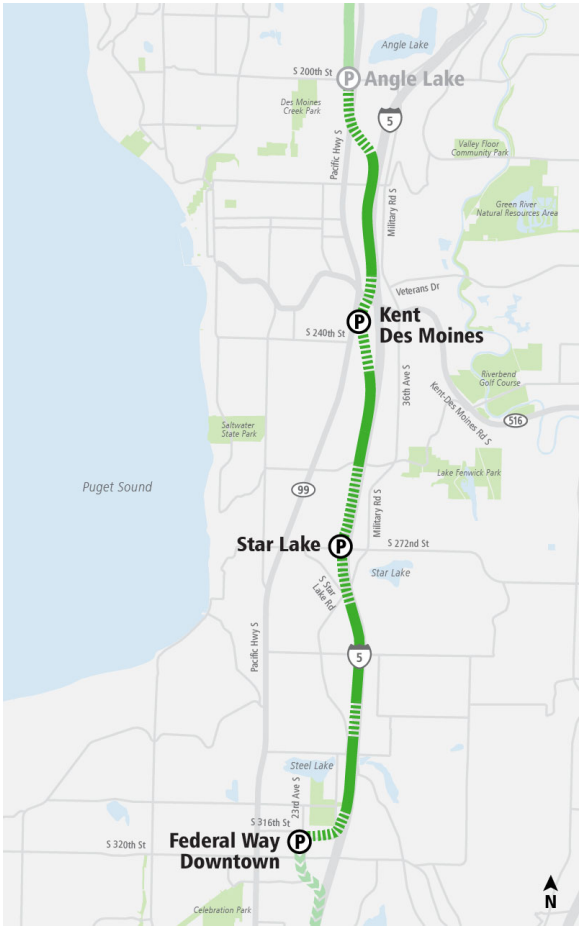
Board Action	Description	Date
	No Action this period.	

Link Light Rail
Federal Way Link Extension

Project Summary

Scope

Limits	The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
Alignment	The extension generally parallels SR 99 and I-5 freeway.
Stations	Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)
Systems	Signals, traction power, and communications (SCADA)
Phase	Final Design/Construction
Budget	$2.45 Billion (ST Baseline September 2018)
Schedule	Baseline Revenue Service Date: December 2024 To be revised beyond this date with ST Board approval due to impacts at Structure C. Possible opening timeline of 2026



Map of Federal Way Link Extension

Key Project Activities

- All shaft construction is complete. Pier tables for C05 and C06 are complete. Girder erection completed between Abutment C01and Bents C02, C03 and C04. Traveler forms are erected for first segments of bents C05 and C06.
- Project team continues minor utility relocations gas, power, and tele-communications needed at station areas.
- SIG-S07 has been delivered and set. No energizations in December. All TPSS and Signal Bungalows are onsite.
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210) and some F200 parcels.
- WSDOT Letter of Understanding No.8 was executed on December 29, 2023, which extended a portion of the TCAL, identified as Turnback Area 3, until May 01, 2024. Amendment 6 needs to be signed by both WSDOT and Sound Transit before LOU No. 8 expires. Draft GCB 3019 Amendment 3 was sent to WSDOT on January 17, 2024 for their review.
- FWLE team reached agreement with WSDOT for the amendment of the construction funding and coordination Task Order B-14 agreement. The finalization of this amendment is pending legal review.
- Fee-in-Lieu Payment for S. 288th Restoration and stormwater infrastructure was issued to the City of Federal Way on January 11, 2024.

Project Cost Summary

The project cost is summarized below in two cost categories; first cost table in accordance with Sound Transit's budget Work Breakdown Structure (WBS) and second cost table in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The tables below represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of $3.1B are not shown.

This period approximately $27.5M was incurred; $23.1M in the Construction phase for F200 contract, $1.6 M for Construction Services, $1.2M for Admin, $0.9M in Third Party Phases. Remaining expenditures range from Preliminary Engineering, Final Design, and Right-of-way phases. This period the project is forecasting an Estimated Final Cost of $2.38B with a budget underrun of $68.0M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$96.5	$96.5	$56.2	$56.0	$96.5	$0.0
Preliminary Engineering	$46.5	$46.1	$45.6	$45.4	$46.1	$0.0
Final Design	$3.1	$6.1	$4.5	$4.2	$6.1	$0.0
Construction Services	$107.0	$156.2	$134.8	$102.6	$156.2	$0.0
3rd Party Agreements	$27.7	$37.7	$25.4	$23.2	$37.7	$0.0
Construction	$1,831.9	$1,770.0	$1,562.3	$1,321.6	$1,770.0	$0.0
ROW	$338.8	$338.8	$237.2	$232.4	$270.8	$68.0
Total	**$2,451.5**	**$2,451.5**	**$2,066.2**	**$1,785.3**	**$2,383.5**	**$68.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$523.0	$155.2	$500.0	$414.2	$512.3	-$357.1
20 Stations	$318.9	$105.2	$303.0	$241.7	$334.5	-$229.3
30 Support Facilities	$5.3	$4.6	$11.7	$10.0	$4.9	-$0.4
40 Sitework & Special Conditions	$558.4	$1,169.0	$490.5	$423.9	$684.5	$484.5
50 Systems	$153.8	$49.6	$126.7	$109.0	$152.2	-$102.6
Construction Subtotal (10 - 50)	**$1,559.4**	**$1,483.5**	**$1,431.9**	**$1,198.8**	**$1,688.3**	**-$204.9**
60 Row, Land	$341.6	$338.8	$237.2	$232.4	$270.8	$68.0
70 Vehicles	$1.8	$1.8	$0.0	$0.0	$1.8	$0.0
80 Professional Services	$370.7	$398.0	$397.1	$354.1	$342.3	$55.7
90 Unallocated Contingency	$178.1	$229.5	$0.0	$0.0	$80.4	$149.1
Total (10 - 90)	**$2,451.5**	**$2,451.5**	**$2,066.2**	**$1,785.3**	**$2,383.5**	**$68.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

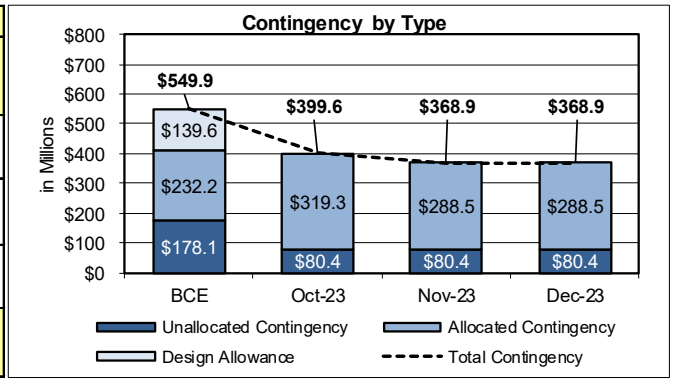
The FWLE project budget was baselined in September 2018 with a total contingency of $549.9M. Additional contingency of $460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is $368.9M.

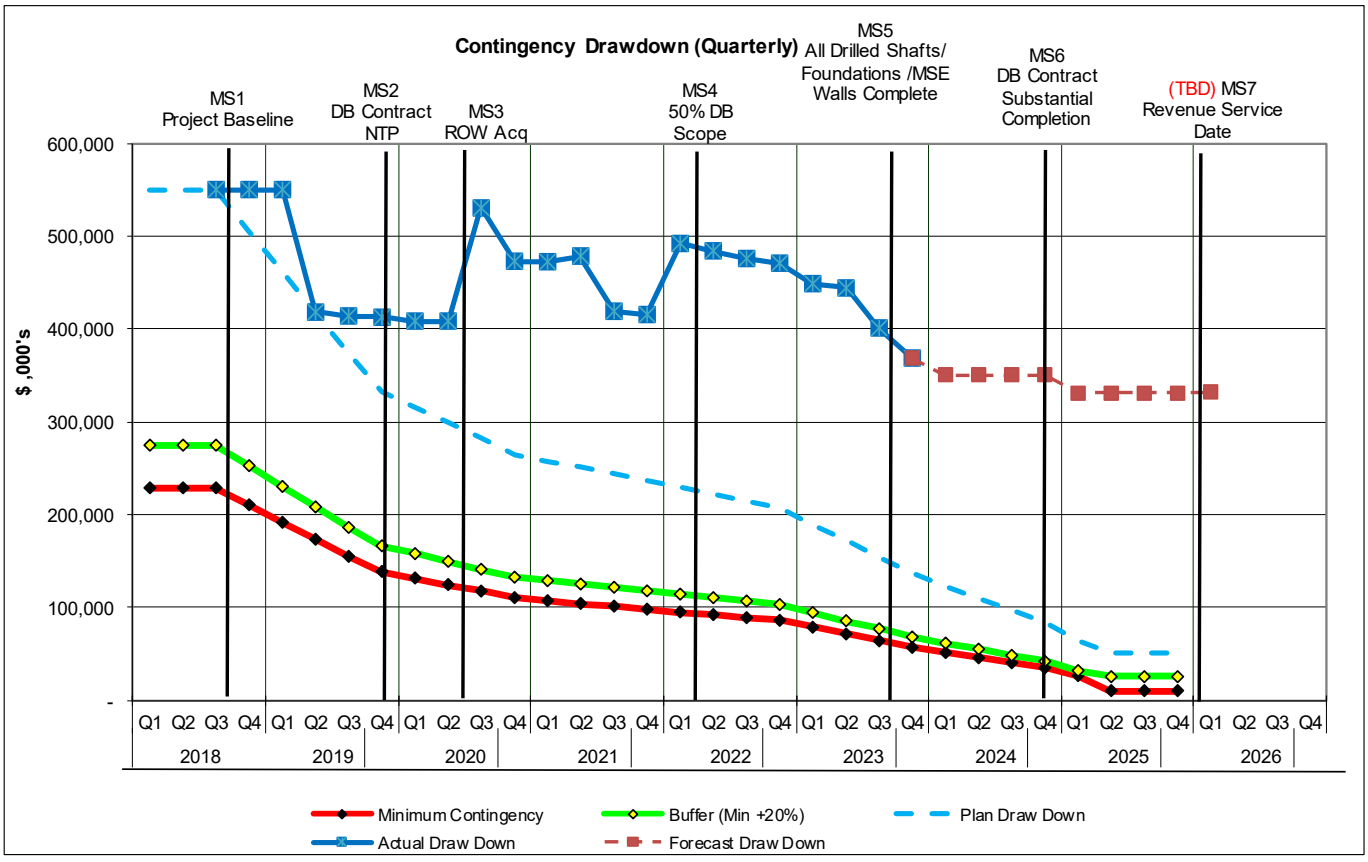
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. In July 2023 the AC increased by $68M to account for savings from ROW. During this period the AC remained the same.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC remained the same.

Contingency Status	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$139.6	5.7%	$0.0	0.0%
Allocated Contingency	$232.2	9.5%	$288.5	43.3%
Unallocated Contingency	$178.1	7.3%	$80.4	12.1%
Total:	**$549.9**	**22.4%**	**$368.9**	**55.4%**

Table figures are shown in millions.





Risk Management

Changes to the projects top risks are reflected below:

- The scheduled duration between F200 Substantial Completion and Current Progress Revenue Service Date (RSD) update is insufficient to accommodate impacts and changes to activation and pre-revenue service, resulting in delays to RSD and increased project costs.
- Wabtec staff are not available to support SCADA and PIMS deployment on the FWLE project, thus delaying Kiewit's completion and RSD.
- Delays to permits/stop work by City of Federal Way for code discrepancies and development agreement interpretation.
- Overlap between the F200 Design Builder's presence at Structure C interferes with the SR-509 project construction and creates delay and inefficiency costs to the project.
- Insufficient Link Operations Staff for Pre-Revenue/Revenue Service operations.
- Re-tests during SIT. SIT schedule does not include for retests.
- The integration of additional requirements for facilities and/or systems (by ST) could not only result in increased costs, but could also impact construction completion.
- ROW possession and use (P&U) and acquisition suffer delays or legal challenges that prevent the parcel from being acquired before it is needed for construction, resulting in delays to the construction schedule.
- Design and construction change requests are not implemented in a timely manner, resulting in cost and schedule impacts, and potentially further resulting in the final construction failing to meet Operational requirements, decreasing reliability, and/or increasing TCO (total cost of ownership).
- Additional third party scope is identified during construction (above current expectations and scope) resulting in cost and schedule impacts to the project.



Structure C Cold Weather Protection in Kent

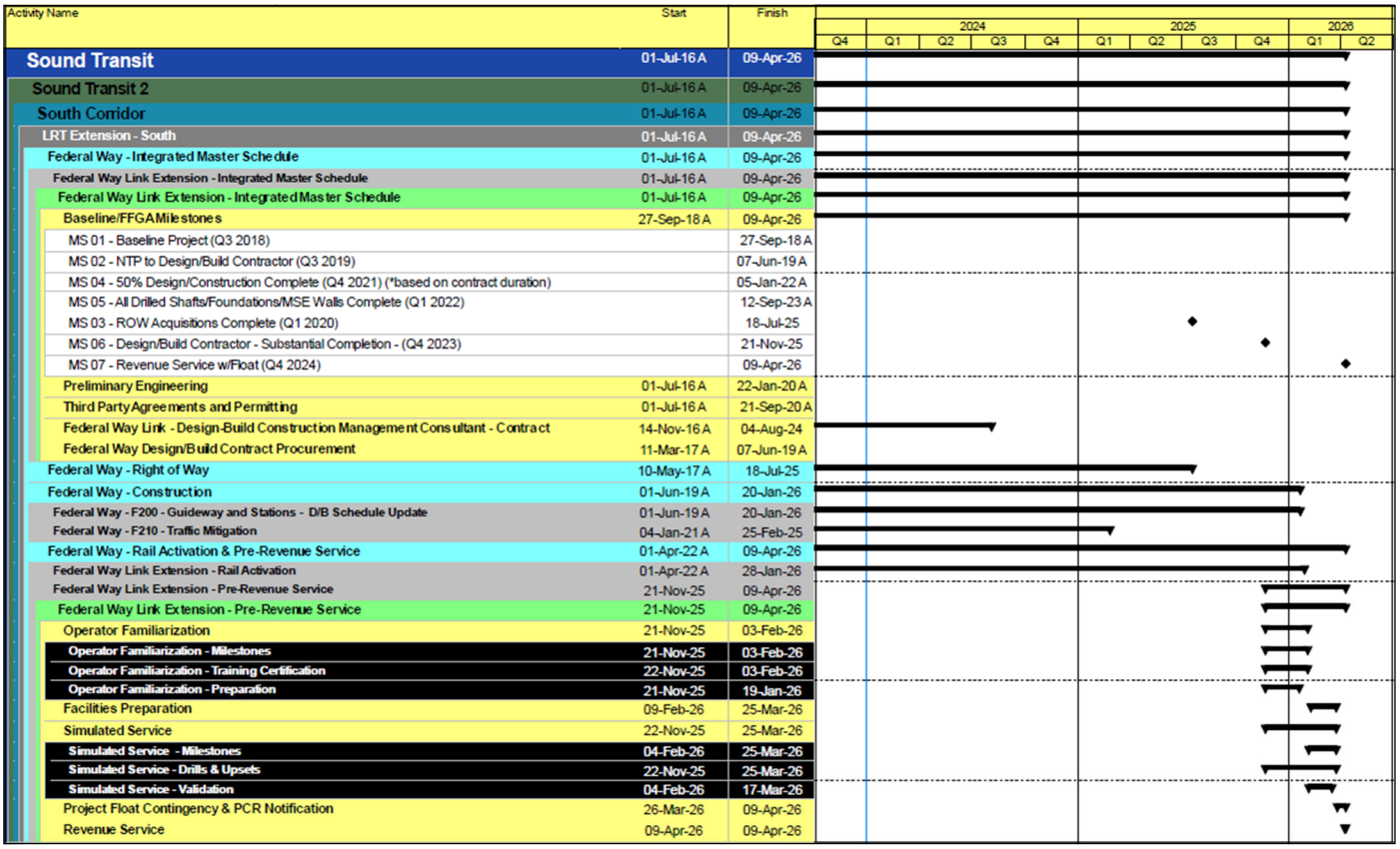


Pavement Pour on 23rd Avenue in Federal Way

Project Schedule

The calculated weighted percent complete of the major construction contracts is 83.0%. The weighted percent complete accounts for the time and cost impact of the F200 Structure C Long Span. The FWLE integrated schedule includes the revised F200 contract milestones, resulting from Structure C Long Span and Global Settlement negotiations. For instance, FFGA Milestone #6 reflects the substantial completion of all work for the F200 Design-Build contract.

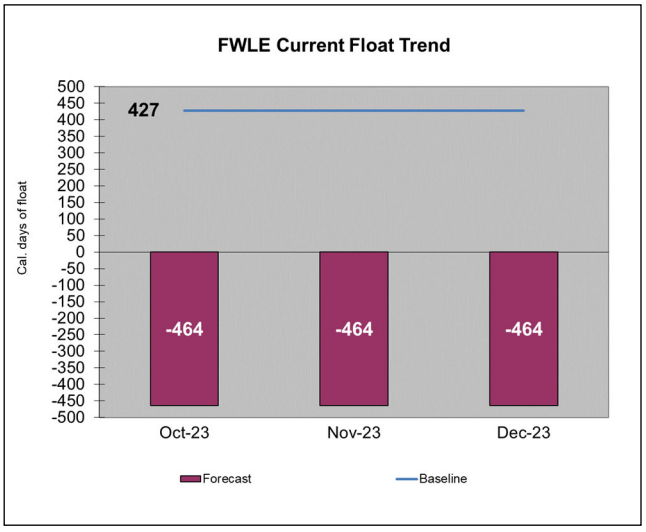
FFGA Milestone #5 was achieved in September 2023 with the completion of drill shaft C07. This marks the completion of all major substructure work, which significantly decreases the geotechnical risk for the project. Next, FFGA Milestone #3 is trending Q3 2025 due to delays in F200 ROW acquisitions. F210 traffic mitigation ROW acquisitions and construction substantial completion are trending completion by Q4 2024 and Q1 2025, respectively. The possible opening timeline is in 2026.



Project Float

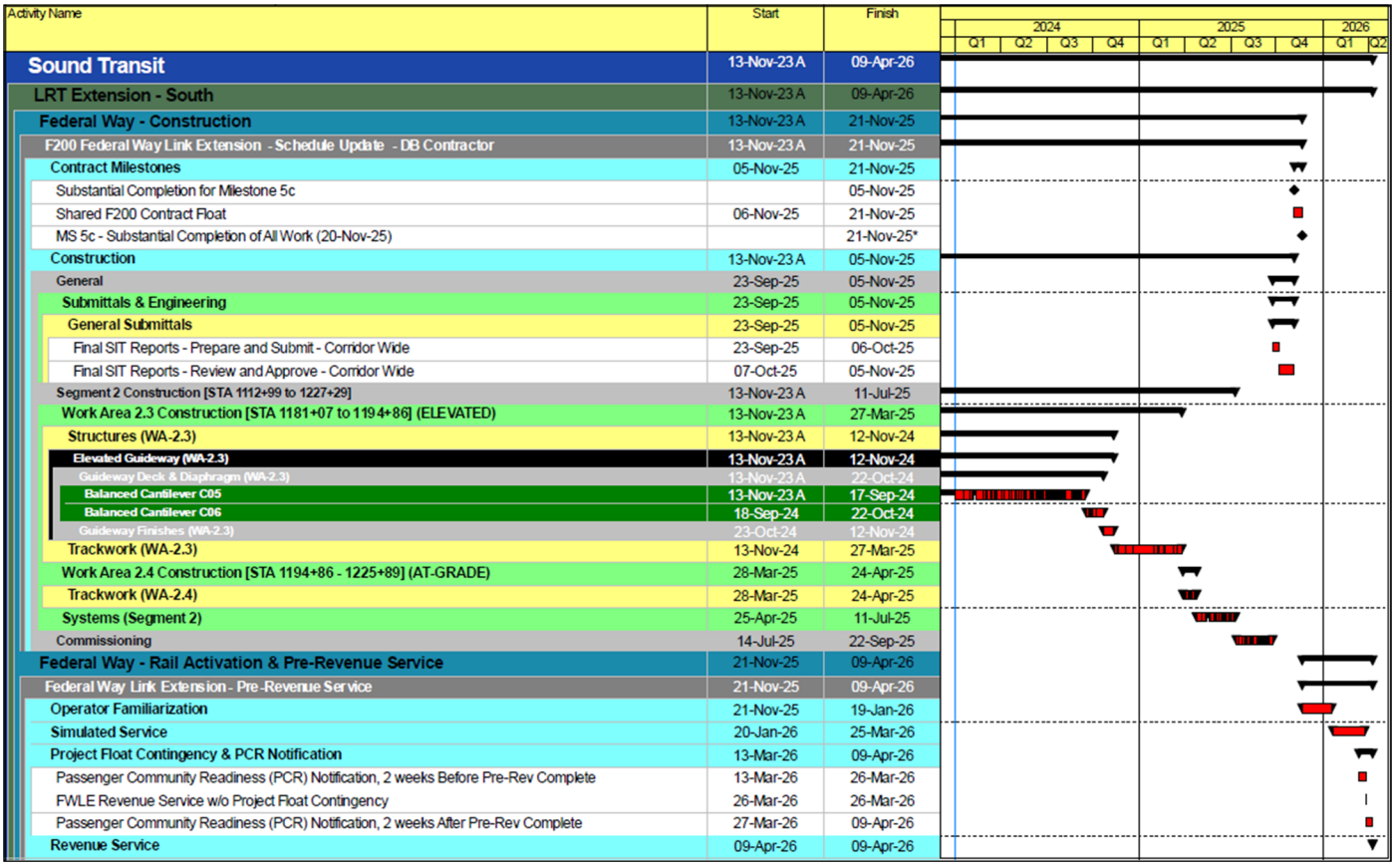
The project was baselined with 427 days of project float and a Revenue Service Date of 12/31/2024. Currently, the project is reporting negative 464 days of project float. The driver of the negative project float was caused by the impact of poor soil conditions at Structure C. Sound Transit and the Design-Builder executed a bilateral CO in July 2023, based on a Global Settlement agreed upon in March 2023.

Note: Negative float will continue until a revised RSD is approved by the ST Board.



Critical Path Analysis

The critical path to revenue service commences with the erection of the traveler at span C05. Next the critical path continues with Structure C cast-in-place (CIP) segments, and emergency railing. Next, on the critical path is Segment 2 trackwork, OCS system installation, commissioning, system integration testing, and finally pre-revenue service operations. Plus, a one-month PCR (Passenger Community Readiness) notification period that extends two weeks past the completion of pre-revenue service operations.



Activity Name	Start	Finish
Sound Transit	13-Nov-23 A	09-Apr-26
LRT Extension - South	13-Nov-23 A	09-Apr-26
Federal Way - Construction	13-Nov-23 A	21-Nov-25
F200 Federal Way Link Extension - Schedule Update - DB Contractor	13-Nov-23 A	21-Nov-25
Contract Milestones	05-Nov-25	21-Nov-25
Substantial Completion for Milestone 5c		05-Nov-25
Shared F200 Contract Float	06-Nov-25	21-Nov-25
MS 5c - Substantial Completion of All Work (20-Nov-25)		21-Nov-25*
Construction	13-Nov-23 A	05-Nov-25
General	23-Sep-25	05-Nov-25
Submittals & Engineering	23-Sep-25	05-Nov-25
General Submittals	23-Sep-25	05-Nov-25
Final SIT Reports - Prepare and Submit - Corridor Wide	23-Sep-25	06-Oct-25
Final SIT Reports - Review and Approve - Corridor Wide	07-Oct-25	05-Nov-25
Segment 2 Construction [STA 1112+99 to 1227+29]	13-Nov-23 A	11-Jul-25
Work Area 2.3 Construction [STA 1181+07 to 1194+86] (ELEVATED)	13-Nov-23 A	27-Mar-25
Structures (WA-2.3)	13-Nov-23 A	12-Nov-24
Elevated Guideway (WA-2.3)	13-Nov-23 A	12-Nov-24
Guideway Deck & Diaphragm (WA-2.3)	13-Nov-23 A	22-Oct-24
Balanced Cantilever C05	13-Nov-23 A	17-Sep-24
Balanced Cantilever C06	18-Sep-24	22-Oct-24
Guideway Finishes (WA-2.3)	23-Oct-24	12-Nov-24
Trackwork (WA-2.3)	13-Nov-24	27-Mar-25
Work Area 2.4 Construction [STA 1194+86 - 1225+89] (AT-GRADE)	28-Mar-25	24-Apr-25
Trackwork (WA-2.4)	28-Mar-25	24-Apr-25
Systems (Segment 2)	25-Apr-25	11-Jul-25
Commissioning	14-Jul-25	22-Sep-25
Federal Way - Rail Activation & Pre-Revenue Service	21-Nov-25	09-Apr-26
Federal Way Link Extension - Pre-Revenue Service	21-Nov-25	09-Apr-26
Operator Familiarization	21-Nov-25	19-Jan-26
Simulated Service	20-Jan-26	25-Mar-26
Project Float Contingency & PCR Notification	13-Mar-26	09-Apr-26
Passenger Community Readiness (PCR) Notification, 2 weeks Before Pre-Rev Complete	13-Mar-26	26-Mar-26
FWLE Revenue Service w/o Project Float Contingency	26-Mar-26	26-Mar-26
Passenger Community Readiness (PCR) Notification, 2 weeks After Pre-Rev Complete	27-Mar-26	09-Apr-26
Revenue Service	09-Apr-26	09-Apr-26

Key Traffic Mitigation Activities

- Construction Project Bids were opened December 8th. Apparent low bidder was Pivetta Brothers from Sumner, WA. Five total bids received. Results of the bids have been protested by one of the bidders. The protest is currently under evaluation with Sound Transit legal.

Closely Monitored Activities

- F210 ROW acquisition:
 - FL 204 – In negotiations.
 - FL 903 – Appraisal restarted due to plan change. Scheduled mitigation measures being applied.
 - FL 910 – Offer presented on 8/18; currently in negotiations. Dual track for condemnation started.
- Federal Way CAR response to comments being prepared.
- 3 of 3 Ecology Stormwater permits received, transfer to contractor once bid is awarded.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
272	371	445	418	445	440

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

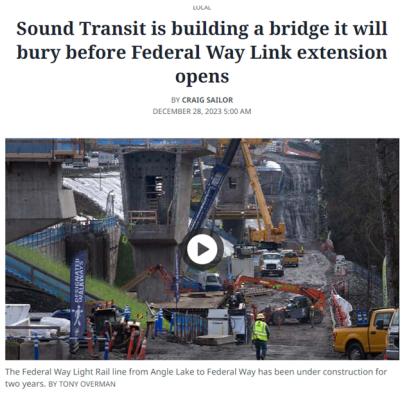
Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved 4/1/2022.

Community Engagement

- Communicating and drafting construction alert to Federal Way Downtown stakeholders that the construction impacts that will return in the new year. Alert to be sent out in January 2024.
- Provided site tour and news story published in the News Tribune regarding structure C. Misleading headline indicates the structure C bridge will be buried which is not accurate. An upcoming media event with King 5 television will help clarify this inaccurate reporting.
- Angle Lake TOD groundbreaking ceremony.
- Continued Temporary Construction closeout/activation coordination with property owners.
- Continued engagement regarding final restoration, water intrusion and fencing plans with adjacent property owners.



News article in the News Tribune regarding Structure C



Angle Lake TOD groundbreaking

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants, represented as a constant over the year. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project team has updated the Planned FTE Monthly Average estimate for the year. Overall the project is 36 FTE under the staffing plan for this period. DBPM Services is currently under the plan as they address Design-Build contractor activities for change management, major construction oversight pertaining to drill shafts, stations, garages and various civil site work throughout the alignment. ST staffing is trending approximately 14.8 FTE under plan, however there are a few vacancies in the project that are in process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.8	32.0	14.8
Consultants	82.0	60.8	21.2
TOTAL	128.8	92.8	36.0
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Construction Safety

Data/ Measure	December 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	5	19
Days Away From Work Cases	0	2	9
Total Days Away From Work	0	137	241
First Aid Cases	3	56	103
Reported Near Mishaps	0	5	18
Average Number of Employees on Worksite	452	-	-
Total # of Hours (GC & Subs)	98,089	1,221,632	2,990,301
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.82	1.27
Lost Time Injury (LTI) Rate	0.00	0.33	0.60
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

F200 Design Build Contract

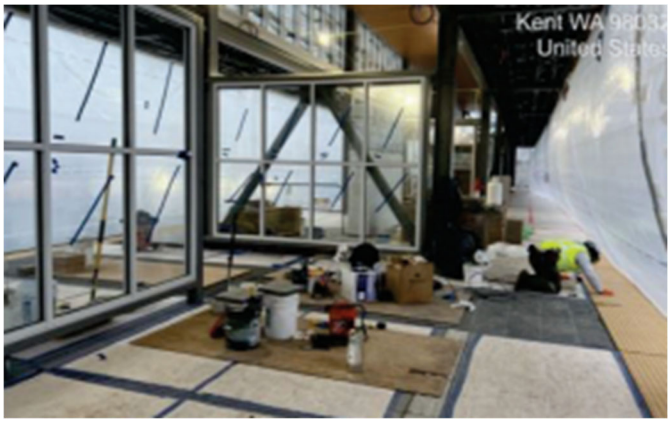
Current Progress

Status at the close of December 2023, the baseline schedule confirmed completion: Contract total = 83%; Construction = 83.2% and Design = 100%. Significant construction progress occurred on all segments in relation to Guideway (track construction, systems, superstructure, substructure and Commissioning). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and FWD garage, station, and End of Line Facility (EOL).

Design: All design packages are Issue For Construction (IFC).

Construction:

- Track-Corridor Wide: Direct fixed track – plinths = 90%, Sub Ballast = 96%, Ballast = 92%, Ties = 87%, Rails = 78%.
- Ballasted Track: WA 1.2, 2.2, 2.4, 3.1, 3.5 and 3.7.
- DF Track: WA 1.3, 2.1, 2.5, 3.2, 3.4, 3.6 and 3.8.
- TPSS S02: Install OCS feeder taps and down guys. Live wire tests.
- Signal House S05-SIG-01: Set signal house.
- KDM Station (79.6% complete): Platform and plaza levels, exterior and interior elements. Testing and Commissioning.
- KDM Garage (93.2% complete): Interior/exterior elements. Finish work installations on all levels. Testing and Commissioning.
- TPSS S03: Work on the enclosure: TPSS SO5: Work on interior/exterior elements.
- Structure C: Construction progressing capitals, CIP spans, pier table and travelers.
- Systems WA 2.1: Aerial ductbank, install OCS cantilevers and down guys.
- Star Lake Station (63.4% complete): Extensive work on East/West Platform and Plaza levels. Testing and Commissioning.
- Star Lake Garage (82.6% complete): Extensive work on interior/exterior elements. Testing and Commissioning.
- Star Lake Ancillary Building: Work on interior/exterior elements.
- TPSS S06: Install service cables. Work on enclosure.
- Signal House S06-SIG-01: PSE Service.
- FWD Station (72.3% complete): Extensive work on North/South surface/platform levels. Testing and Commissioning.
- FWD Garage modification (60.3% complete): Extensive work on interior/exterior elements. Testing and Commissioning.
- TPSS S07: Set signal house and install service cables. Work on enclosure.
- End of Line Facility: Work on both interior/exterior elements. Testing and Commissioning.
- Milestone 3: Systems ductbank in WA 1.1, System integration testing and logistics of LRV storage is ongoing.



Installation of Platform Sealer at KDM Station

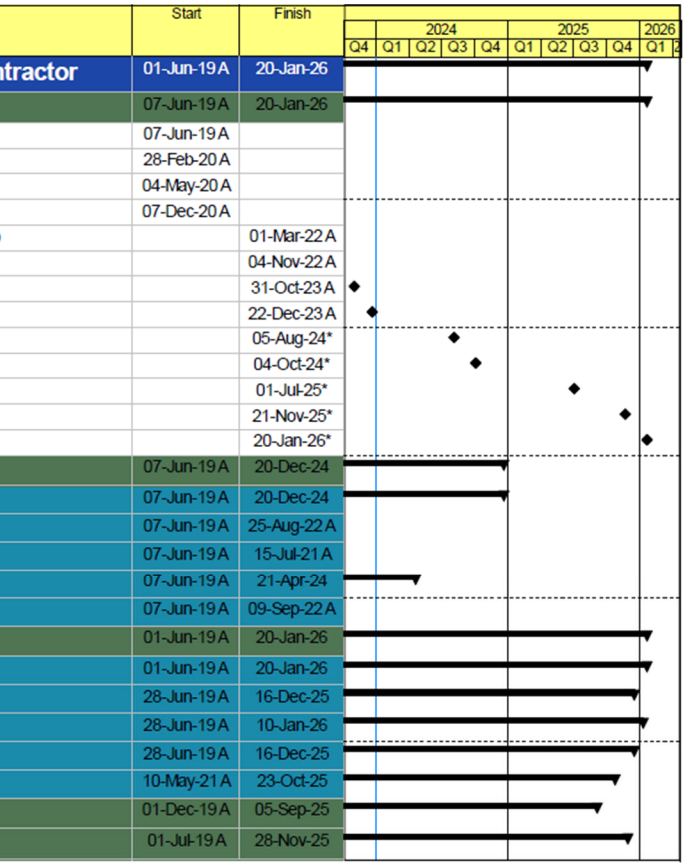


Composite Soil Installation at KDM Garage

Schedule Summary

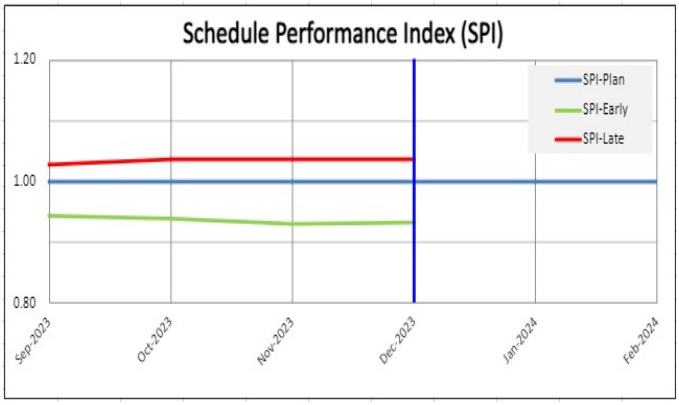
The December 2023 F200 Design-Builder's schedule is under review. The Structure C Long Span impact and adjusted contract milestones have been incorporated into the F200 schedule. All of the IFC design packages have been completed. As-built documentation and other design support work will continue until the end of the project. The Design-Builder completed the pier tables at spans C05 and C06 and progressed work on each respective traveler. The F200 schedule includes recent delays in the City of Federal Way that affects intermediate contract milestone #5b, which doesn't affect the project's critical path. Next, the Design-Builder continues to progress construction of elevated guideways, direct fixation and ballasted track, station and garages, CIP and MSE walls, utilities, roadways, OCS systems, traction power, and other systems.

Activity Name	Start	Finish
F200 Federal Way Link Extension - Schedule Update - DB Contractor	01-Jun-19 A	20-Jan-26
Contract Milestones	07-Jun-19 A	20-Jan-26
Limited Notice to Proceed	07-Jun-19 A	
Contractual Notice to Proceed	28-Feb-20 A	
Notice to Proceed	04-May-20 A	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		01-Mar-22 A
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-22 A
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		31-Oct-23 A
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		22-Dec-23 A
MS 5a - Substantial Completion Work North of Structure C (05-Aug-24)		05-Aug-24*
MS 4b - Work in WSDOT ROW from S 259th Place to S 272nd Street (VA-3) (01-Nov-24)		04-Oct-24*
MS 5b - Substantial Completion Work South of Structure C (31-Dec-24)		01-Jul-25*
MS 5c - Substantial Completion of All Work (20-Nov-25)		21-Nov-25*
MS 5d - Acceptance of All Work (20-Jan-26)		20-Jan-26*
Design	07-Jun-19 A	20-Dec-24
Design Milestones	07-Jun-19 A	20-Dec-24
Corridor Wide	07-Jun-19 A	25-Aug-22 A
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A
Design Packages - Star Lake Segment 2	07-Jun-19 A	21-Apr-24
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A
Construction	01-Jun-19 A	20-Jan-26
General	01-Jun-19 A	20-Jan-26
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	16-Dec-25
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	10-Jan-26
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	16-Dec-25
Commissioning	10-May-21 A	23-Oct-25
Provisional Sums	01-Dec-19 A	05-Sep-25
Change Orders	01-Jul-19 A	28-Nov-25



Schedule Performance Index

The Early SPI is 0.93 and Late SPI is 1.04. Current report calculated based on the December EV report. The December SPI shows the inclusion of Structure C long span work which was part of the Global Settlement change order.



Next Period's Activities

Design:

- No major design packages remain. All future design efforts will be managed through the NDC/FDC process.

Construction:

- With the exception of Structure C, guideway superstructure construction is wrapping up and drainage, curb and finish work remains.
- Ballasted Trackwork: WA 1.2, 2.2, 2.4, 3.1, 3.5 and 3.7.
- DF trackwork: WA 1.1 Structure A, 1.3-2.1 structure B, WA 2.5 Structure Z, WA 3.2 Structure D, WA 3.4 Structure E, WA 3.6 Structure F and WA 3.8 Structure G.
- TPSS S03: Work on the enclosure.
- Systems WA 1.3: Install OCS poles, pull messenger wire.
- KDM Garage: Extensive work on garage exterior/interior. Testing and Commissioning efforts.
- KDM Station: Extensive work on station north/south plaza and platform levels. Testing and Commissioning efforts.
- Structure C: Construction progressing on capitals, CIP spans, pier table, and C05/C06 segments.
- Star Lake Garage: Work on interior/exterior elements. Testing and Commissioning efforts.
- TPSS S05: Work on interior/exterior elements.
- Star Lake Station: Plaza and platform levels. Testing and Commissioning efforts.

Construction (*continued*):

- Star Lake Ancillary Building: Work on interior/exterior elements.
- TPSS S06: Site acceptance testing, cable pulls and work on enclosure.
- Signal House S06-SIG-01: PSE service.
- FWD Garage: Extensive work on interior/exterior elements. Testing and Commissioning efforts.
- FWD Station: Extensive work on North/South surface and platform levels. Testing and Commissioning efforts.
- End of Line Work on both interior/exterior elements. Testing and Commissioning efforts.
- TPSS S07: Work on duct bank.
- Milestone 3: TPSS S02 has been set and logistics of LRV storage is ongoing.

Closely Monitored Issues (F200)

- Define "Acceptance" for each milestone. Mothball planning for completed facilities in progress.
- Potential Buy America conflict with fire alarm product.
- Milestone 3 activities and testing.

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	$1,285,200,000
Change Order Value	$287,793,706
Current Contract Value	$1,572,993.706
Total Actual Cost (Incurred to Date)	$1,271,611,368
Percent Complete	83%
Authorized Contingency + Add'l Ctg	$358,297,519
Contingency Drawdown	$287,793,706
*Contingency Index	1.17



Ballasted track and traction power pole installation started

Link Light Rail
Hilltop Tacoma Link Extension

Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way (MLK).

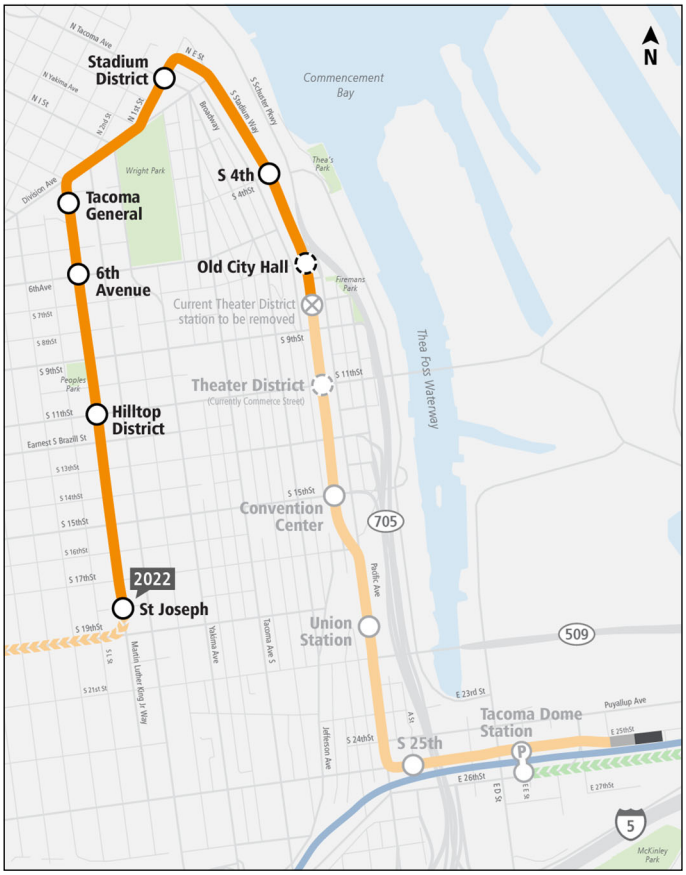
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility (OMF). The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

Budget $282.7 Million (Increased February 2022)

Schedule Revenue Service began September 16, 2023



Map of Hilltop Tacoma Link Extension

Key Project Activities

Final Design: Design consultant continue to support closeout activities such as as-built documentation and verification.

Construction: The contractor completed civil and systems work. Remaining Systems Integration Testing (SIT 506 Station VMS) is part of the contractor punchlist effort.

- **All Headings:** Work is complete.
- **Testing and Commissioning:** Documentation submitted and is under review to support close-out of SIT506 Station VMS.

Closely Monitored Issues

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The EAC was increased this period to indicate that a cumulative impact claim from the T100 contractor is likely to exceed the current budget.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$28.9	$27.5	$27.3	$30.3	-$1.3
Preliminary Engineering	$5.6	$5.6	$5.6	$5.6	$0.0
Final Design	$16.2	$16.1	$16.1	$16.1	$0.1
Construction Services	$16.7	$16.5	$16.4	$16.7	$0.0
Third Party Agreements	$1.4	$1.3	$1.0	$1.4	$0.0
Construction	$172.0	$168.9	$167.2	$185.2	-$13.2
Vehicles	$40.1	$39.9	$37.8	$40.1	$0.0
ROW	$1.9	$1.9	$1.9	$1.9	$0.0
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$282.7**	**$277.6**	**$273.2**	**$297.2**	**-$14.5**

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track	$32.9	$32.3	$32.0	$35.5	-$13.2
20 Stations	$3.7	$3.6	$3.6	$4.0	$0.3
30 Support Facilities	$43.7	$42.9	$42.5	$47.1	$3.4
40 Sitework & Special Conditions	$54.9	$54.0	$53.5	$59.2	$4.3
50 Systems	$36.7	$36.0	$35.7	$39.5	$2.8
Construction Subtotal (10 - 50)	**$171.9**	**$168.9**	**$167.2**	**$185.2**	**-$13.3**
60 ROW, Land	$1.8	$1.9	$1.9	$1.9	$0.2
60 Vehicles	$39.8	$39.9	$37.8	$40.1	$0.3
80 Professional Services	$67.4	$66.9	$66.3	$70.0	$2.7
90 Unallocated Contingency	$2.0	$0.0	$0.0	$0.0	-$2.0
Total (10 - 90)	**$282.7**	**$277.6**	**$273.2**	**$297.2**	**-$14.5**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The project was baselined in September 2017 with a total contingency of $33.8M. Since baselining, there were drawdowns on AC and UAC for Tacoma LRV, T100 construction, Design Services During Construction and Construction Management services contracts. The baseline contingency levels were insufficient and required an additional $35.4M which was approved by the ST Board in June 2020. A further $30M was approved by the ST Board in February 2022.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at $0, as a result of completion of Final Design.

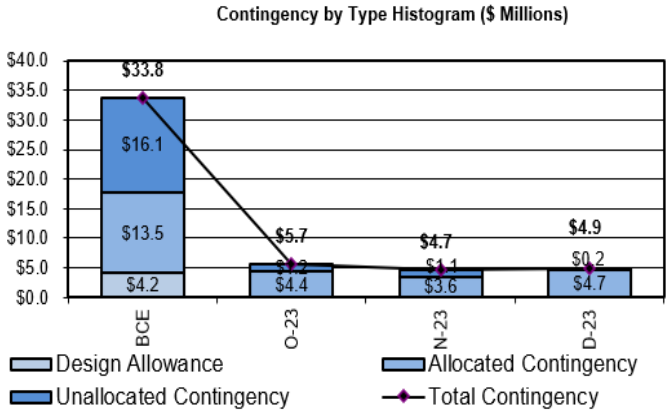
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. Allocated contingency increased by approximately $1.1M this month due mostly to contingency replenishment for betterment change order on the T100 contract.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. Contingency reduced by approximately $1M to address additional Startup expenditures.

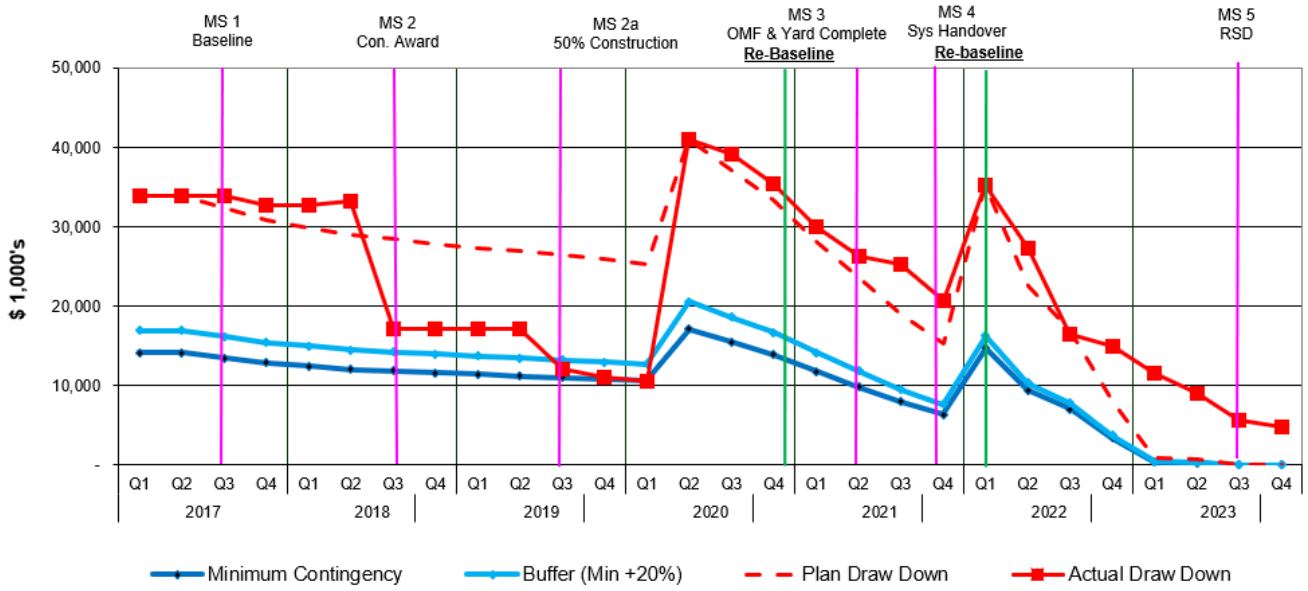
Contingency Status (Monthly)

Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Total
Design Allowance	$4.2	2.2%	$0.0	0.0%
Allocated Contingency	$13.5	6.8%	$4.7	49.2%
Unallocated Contingency	$16.1	8.2%	$0.2	1.6%
Total	**$33.8**	**17.2%**	**$4.9**	**51.3%**

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Contingency Drawdown as of September 2023

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant FTE is below plan given revenue service has begun, however some effort is necessary for claims and closeout of construction contractor work. ST staff labor hours have dropped significantly since revenue service began.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.0	2.2	8.8
Consultants	9.7	6.3	3.4
TOTAL	20.7	8.5	12.2

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

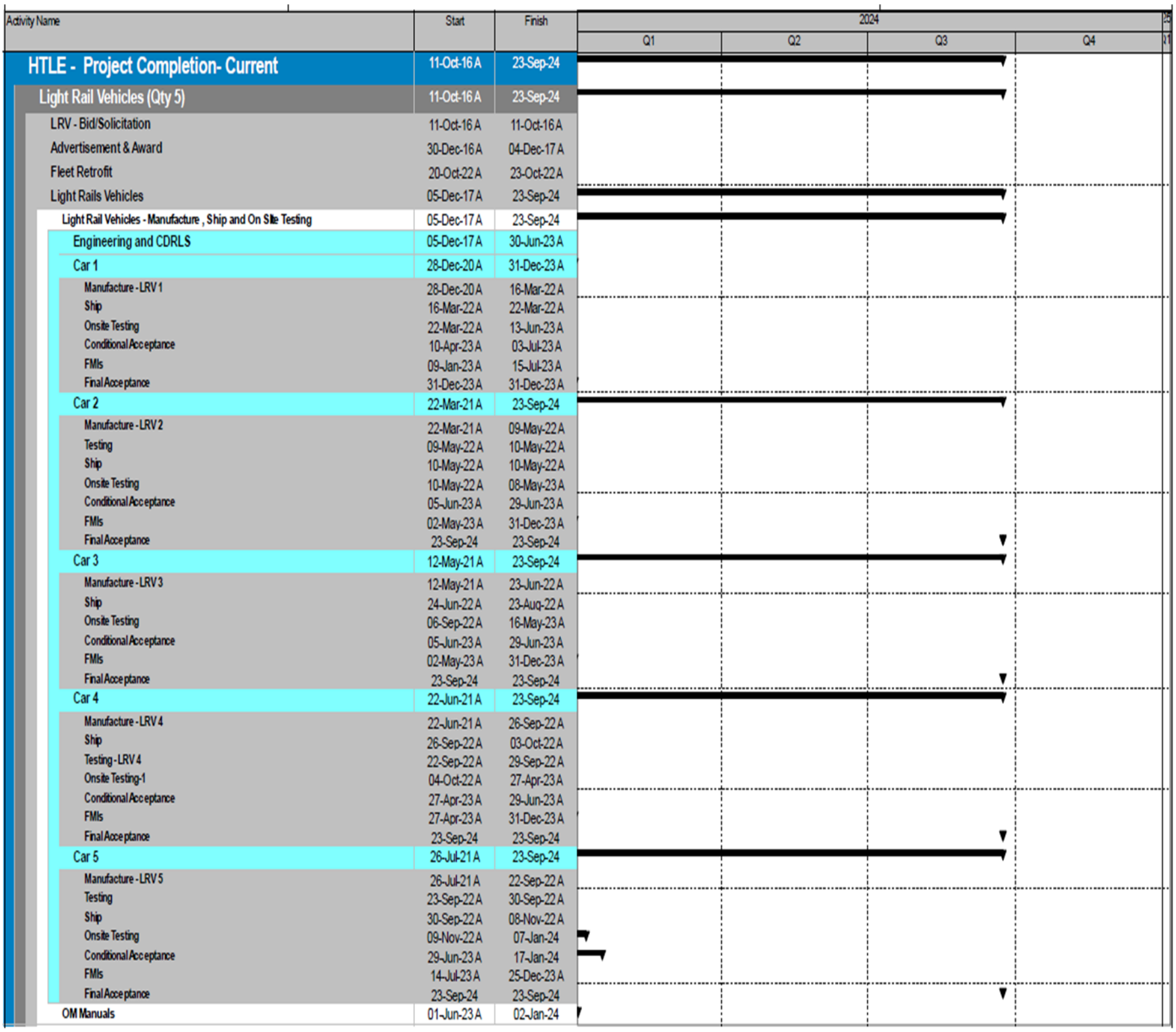
Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Progress as of December 31, 2023

- LRV #1: Continue work on completion of open items required for Final Acceptance.
- LRV #2: Continue work on completion of open items required for Final Acceptance.
- LRV #3: Continue work on completion of open items required for Final Acceptance.
- LRV #4: Continue work on completion of open items required for Final Acceptance.
- LRV #5: Continue work on completion of open items required for Final Acceptance.



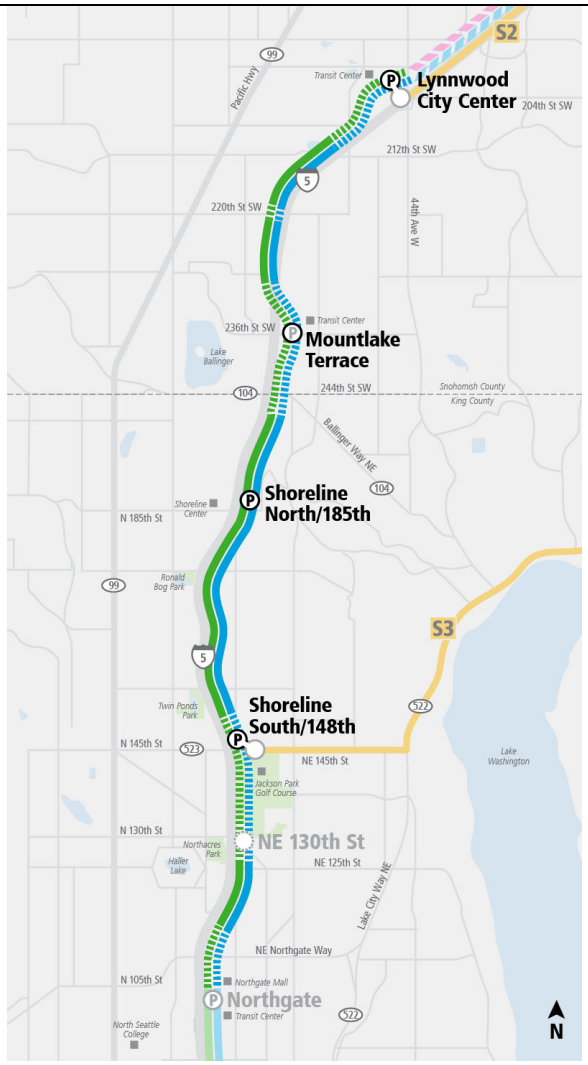
Activity Name	Start	Finish
HTLE - Project Completion- Current	11-Oct-16 A	23-Sep-24
Light Rail Vehicles (Qty 5)	11-Oct-16 A	23-Sep-24
LRV - Bid/Solicitation	11-Oct-16 A	11-Oct-16 A
Advertisement & Award	30-Dec-16 A	04-Dec-17 A
Fleet Retrofit	20-Oct-22 A	23-Oct-22 A
Light Rails Vehicles	05-Dec-17 A	23-Sep-24
Light Rail Vehicles - Manufacture , Ship and On Site Testing	05-Dec-17 A	23-Sep-24
Engineering and CDRLS	05-Dec-17 A	30-Jun-23 A
Car 1	28-Dec-20 A	31-Dec-23 A
Manufacture - LRV 1	28-Dec-20 A	16-Mar-22 A
Ship	16-Mar-22 A	22-Mar-22 A
Onsite Testing	22-Mar-22 A	13-Jun-23 A
Conditional Acceptance	10-Apr-23 A	03-Jul-23 A
FMIs	09-Jan-23 A	15-Jul-23 A
Final Acceptance	31-Dec-23 A	31-Dec-23 A
Car 2	22-Mar-21 A	23-Sep-24
Manufacture - LRV 2	22-Mar-21 A	09-May-22 A
Testing	09-May-22 A	10-May-22 A
Ship	10-May-22 A	10-May-22 A
Onsite Testing	10-May-22 A	08-May-23 A
Conditional Acceptance	05-Jun-23 A	29-Jun-23 A
FMIs	02-May-23 A	31-Dec-23 A
Final Acceptance	23-Sep-24	23-Sep-24
Car 3	12-May-21 A	23-Sep-24
Manufacture - LRV 3	12-May-21 A	23-Jun-22 A
Ship	24-Jun-22 A	23-Aug-22 A
Onsite Testing	06-Sep-22 A	16-May-23 A
Conditional Acceptance	05-Jun-23 A	29-Jun-23 A
FMIs	02-May-23 A	31-Dec-23 A
Final Acceptance	23-Sep-24	23-Sep-24
Car 4	22-Jun-21 A	23-Sep-24
Manufacture - LRV 4	22-Jun-21 A	26-Sep-22 A
Ship	26-Sep-22 A	03-Oct-22 A
Testing - LRV 4	22-Sep-22 A	29-Sep-22 A
Onsite Testing-1	04-Oct-22 A	27-Apr-23 A
Conditional Acceptance	27-Apr-23 A	29-Jun-23 A
FMIs	27-Apr-23 A	31-Dec-23 A
Final Acceptance	23-Sep-24	23-Sep-24
Car 5	26-Jul-21 A	23-Sep-24
Manufacture - LRV 5	26-Jul-21 A	22-Sep-22 A
Testing	23-Sep-22 A	30-Sep-22 A
Ship	30-Sep-22 A	08-Nov-22 A
Onsite Testing	09-Nov-22 A	07-Jan-24
Conditional Acceptance	29-Jun-23 A	17-Jan-24
FMIs	14-Jul-23 A	25-Dec-23 A
Final Acceptance	23-Sep-24	23-Sep-24
OM Manuals	01-Jun-23 A	02-Jan-24

Link Light Rail
Lynnwood Link Extension

Project Summary

Scope

Limits	North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center
Alignment	Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.
Stations	Lynnwood City Center Mountlake Terrace Shoreline North/185th Shoreline South/148th
Systems	Signals, traction power, communications, and SCADA.
Phase	Construction
Budget	$2.77 Billion (Baseline May 2018)
Schedule	Baselined Revenue Service Date: July 2024



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with elevator buildout and metal panel installation, as well as hardscaping and artwork installation at the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including platform tiling and lighting installation as well as punchlist items and elevator testing & adjustments at the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station with punchlist and remaining commissioning, as well as hardscaping and paving at the adjacent park and ride lot (L300).
- Continued construction of the Lynnwood Station with punchlist and commissioning, as well as hardscaping for the adjacent plaza (L300).
- Continued System Integration Testing (SIT) and clearance cart testing along with continued installation of traction power equipment and signal wiring (L800).

Closely Monitored Issues

- Availability and readiness of resources and staffing for testing and startup activities.
- Progress of System Integration Testing.
- Progress of testing and commissioning at the Shoreline stations.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are rounded to the first decimal and shown in millions.

For this period, $21.6M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way and staffing.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$98.2	$98.2	$71.5	$71.4	$90.7	$7.5
Preliminary Engineering	$39.1	$39.1	$39.1	$39.1	$39.1	$0.0
Final Design	$164.2	$164.2	$159.0	$156.5	$159.8	$4.4
Construction Services	$128.4	$139.0	$130.4	$117.3	$133.7	$5.3
3rd Party Agreements	$14.6	$17.6	$16.2	$14.8	$17.2	$0.4
Construction	$1,921.4	$2,094.6	$1,995.3	$1,878.9	$2,102.4	($7.8)
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$235.7	$219.1	$187.4	$183.7	$197.0	$22.1
Project Contingency	$170.2	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2,771.6**	**$2,771.6**	**$2,598.8**	**$2,461.6**	**$2,739.8**	**$31.8**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$791.8	$1,109.1	$684.1	$667.7	$799.5	$309.7
20 Stations	$333.8	$218.8	$425.6	$400.5	$448.9	($230.1)
30 Support Facilities	$2.0	$2.3	$0.5	$0.4	$3.0	($0.7)
40 Sitework & Special Conditions	$421.1	$522.4	$666.8	$603.6	$581.0	($58.6)
50 Systems	$244.4	$194.3	$203.8	$190.1	$211.7	($17.4)
Construction Subtotal (10 - 50)	**$1,793.0**	**$2,046.9**	**$1,980.8**	**$1,862.3**	**$2,044.0**	**$2.9**
60 ROW, Land	$235.7	$219.1	$187.4	$183.7	$197.0	$22.1
70 Vehicles (Non-Revenue)	$1.4	$1.4	$1.3	$0.3	$1.4	$0.0
80 Professional Services	$449.3	$478.8	$429.3	$415.2	$480.8	($2.0)
90 Unallocated Contingency	$292.2	$25.4	$0.0	$0.0	$16.6	$8.8
Total (10 - 90)	**$2,771.6**	**$2,771.6**	**$2,598.8**	**$2,461.6**	**$2,739.8**	**$31.8**

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of $737.7M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

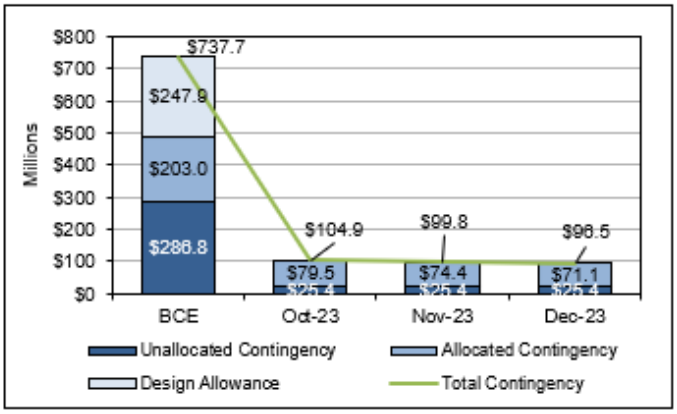
During the current period, Allocated Contingency decreased by a net amount of $3.3M due to construction change orders and city service agreement amendments.

Contingency Status

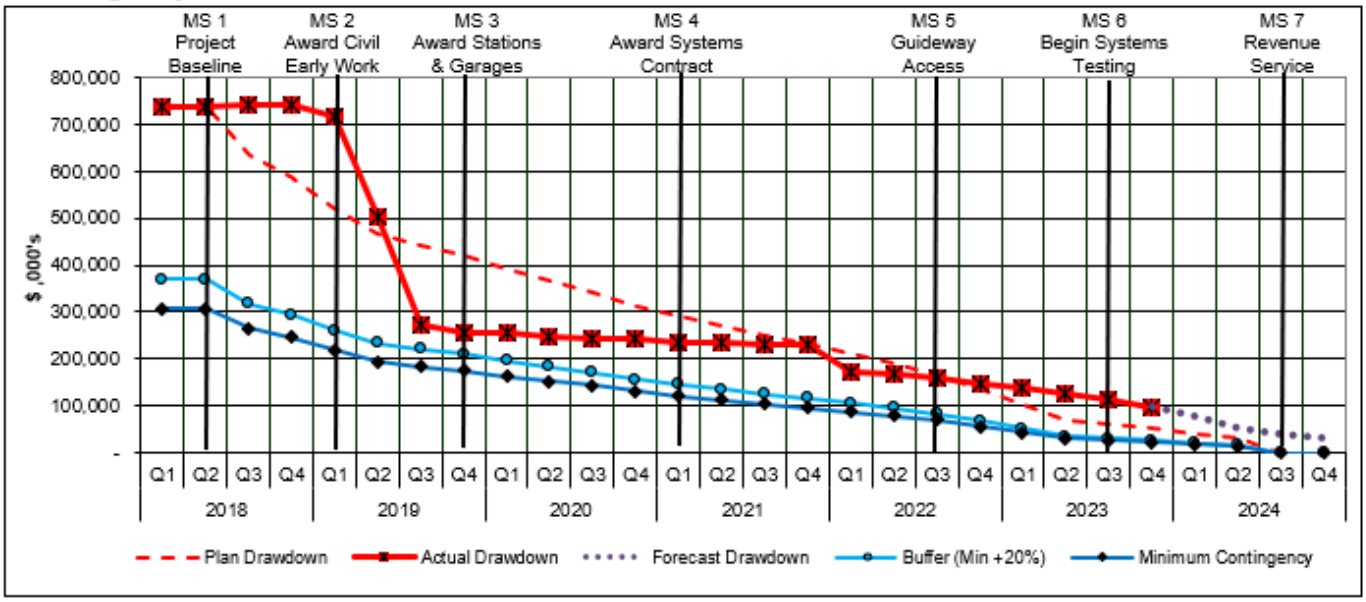
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$247.9	8.9%	$0.0	0.0%
Allocated Contingency	$203.0	7.3%	$71.1	25.6%
Unallocated Contingency	$286.8	10.3%	$25.4	9.1%
Total:	**$737.7**	**26.6%**	**$96.5**	**34.7%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

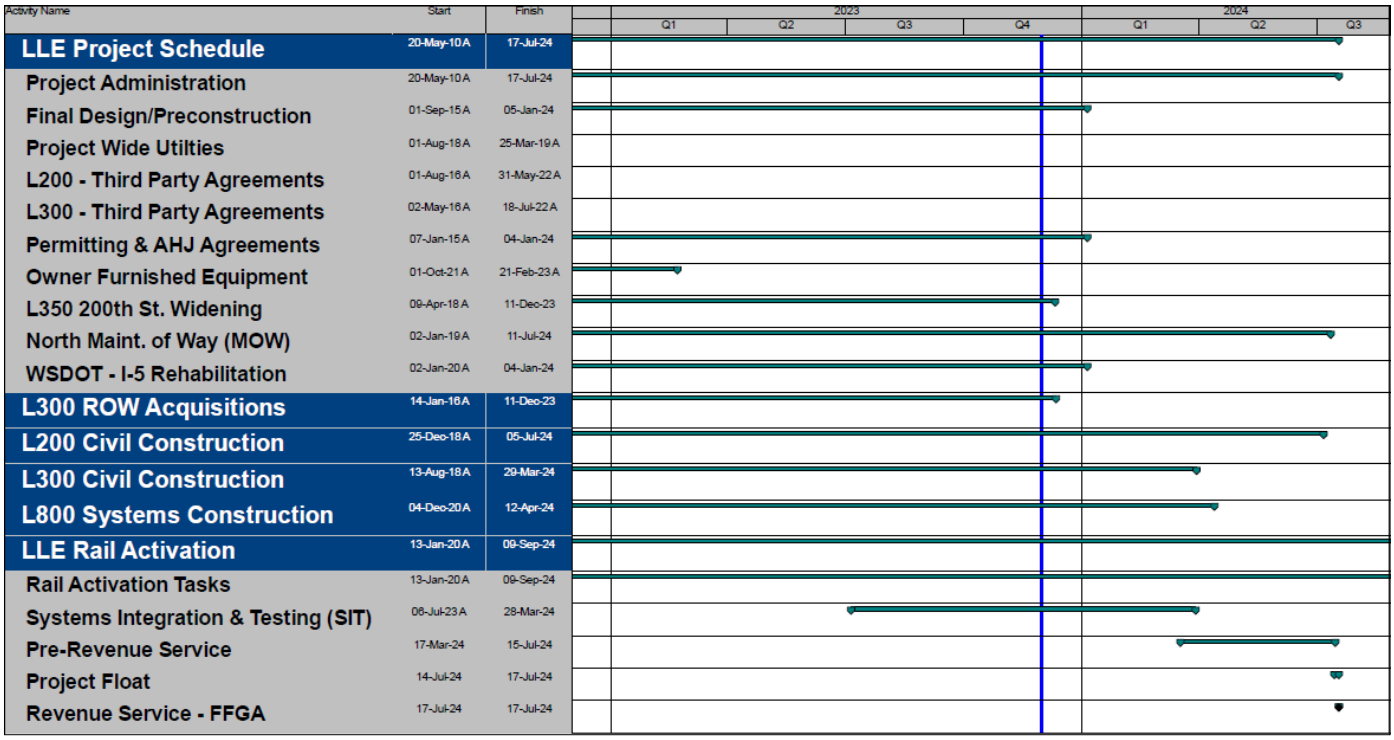
The following are the top project-wide risks:

- Partner agency and internal support resource availability for testing and commissioning.
- Weather constraints on re-striping Interstate 5.
- Emergency radio design and delivery.
- Delayed completion of system integration testing.
- Jurisdictional stakeholders requesting additional changes.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 97.5%.

The Master Schedule below has been updated through November 2023. Schedules for December have only recently been submitted and are under review. Focus remains on completion of the work ahead of Systems Integration Testing, as well as completion of civil scope required to meet Substantial Completion and scope needed to achieve Acceptance. Current Progress Revenue Service Date update is in line with the Q3 2024 Baseline Service Revenue Service Date.

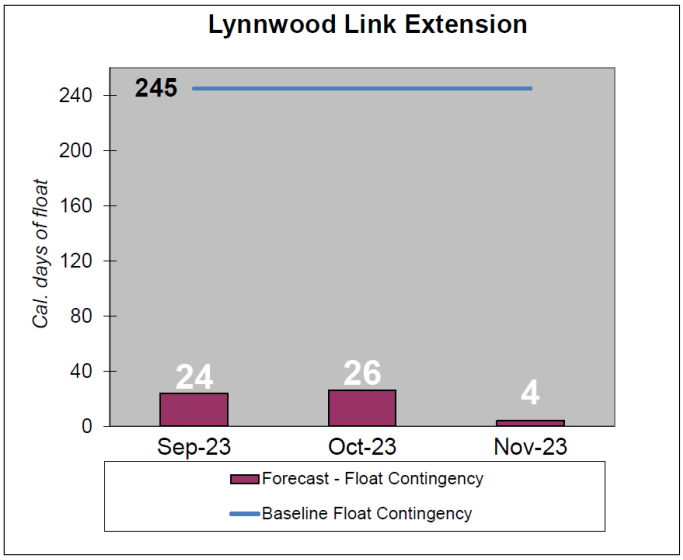


Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. The project was calculated to have 4 days remaining between completion of work and the July 17, 2024 revenue service date. The driving activities and critical path are under review, and will likely be revised in future updates.

The float reported continues to be an area of focus for improvement. ST continues working with the contractors to re-examine the schedule duration, logic, and work sequences to find opportunities for improvement.

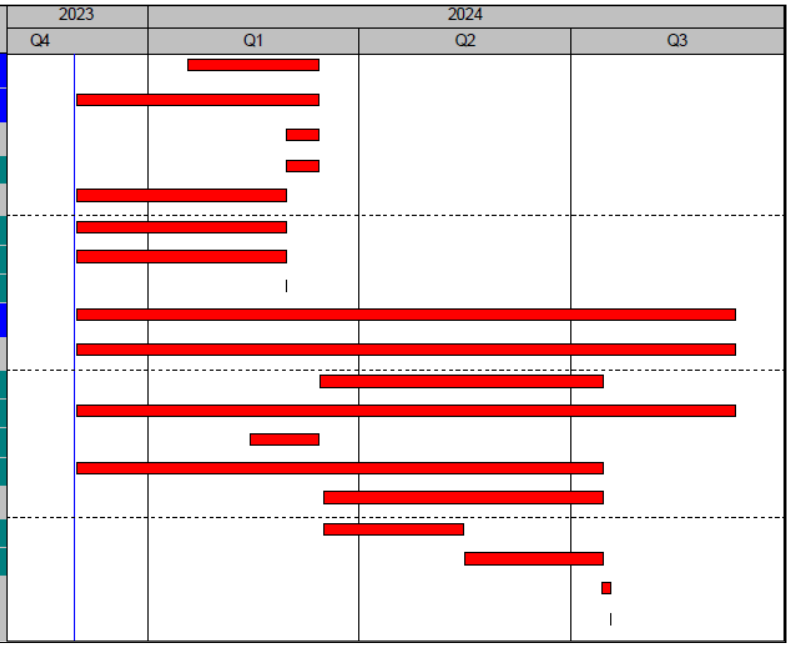
The target revenue service date is unchanged at this point. An ST Board decision regarding formal opening dates, is not expected until later this year.



Critical Path Analysis

The critical path has been updated through November 2023, as the December 2023 schedules are in the initial stages of review. The November 2023 critical path for the Lynnwood Link Extension is driven by extended training activities in the L300 schedule. Due to the simplistic representation of the training, the project team is working to refine the schedule and determine whether training is truly driving the critical path. The near critical paths include completion of commissioning at 148th/ Shoreline South station, as well as Systems Integration Testing.

Activity Name	Start	Finish
LLE Project Schedule	18-Jan-24	14-Mar-24
L300 Civil Construction	08-Sep-23 A	14-Mar-24
MILESTONES	29-Feb-24	14-Mar-24
Contract Milestones	29-Feb-24	14-Mar-24
CONSTRUCTION	08-Sep-23 A	29-Feb-24
236th St. to 220th St. (Sta. 1739+00 to 1791+	08-Sep-23 A	29-Feb-24
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	31-Oct-23 A	29-Feb-24
Fire Protection - Dry Standpipe	29-Feb-24	29-Feb-24
LLE Rail Activation	13-Feb-22 A	09-Sep-24
Rail Activation Tasks	13-Feb-22 A	09-Sep-24
RAC - Rail Activation Committee	15-Mar-24	14-Jul-24
T20 - Transition To Operations Subcommitte	13-Feb-22 A	09-Sep-24
SSCRS - Safety and Security Certification Su	14-Feb-24	14-Mar-24
BRI - Bus-Rail Integration Subcommittee	01-Oct-23 A	14-Jul-24
Pre-Revenue Service	17-Mar-24	14-Jul-24
Operator Preparation	17-Mar-24	15-May-24
Simulated Revenue Service/Drills/Upsets	16-May-24	14-Jul-24
Project Float	14-Jul-24	17-Jul-24
Revenue Service - FFGA	17-Jul-24	17-Jul-24



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions can result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table. For the Lynnwood Link Extension the total number of parcels available for construction is 383.

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
390	400	751	748	383	383

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals. All Personal Property Only moves are completed. One relocation remains.

Community Engagement

Distributed construction alerts via project page, gov list server, emailed and door-to-door for activities around the project site and conducted other outreach activities including, but not limited to the following:

- Hosting a marketing campaign video with local businesses along the alignment for a January release.
- Answering community questions about road closings along 200th St.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant FTE is higher than planned due to the new projected values for 2023.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.3	43.0	3.3
Consultants	95.0	104.0	(9.0)
TOTAL	141.3	147.0	(5.7)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Construction Safety

Data/Measure	December 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	3	50
Days Away From Work Cases	0	0	5
Total Days Away From Work	21	259	367
First Aid Cases	1	15	94
Reported Near Mishaps	0	15	86
Average Number of Employees on Worksite	209	-	-
Total # of Hours (GC & Subs)	66,861	1,065,988	5,867,074
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.56	1.70
LTI Rate	0.00	0.00	0.17
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

** Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.*

Contract L200 GC/CM—Northgate to NE 200th Street

Current Progress

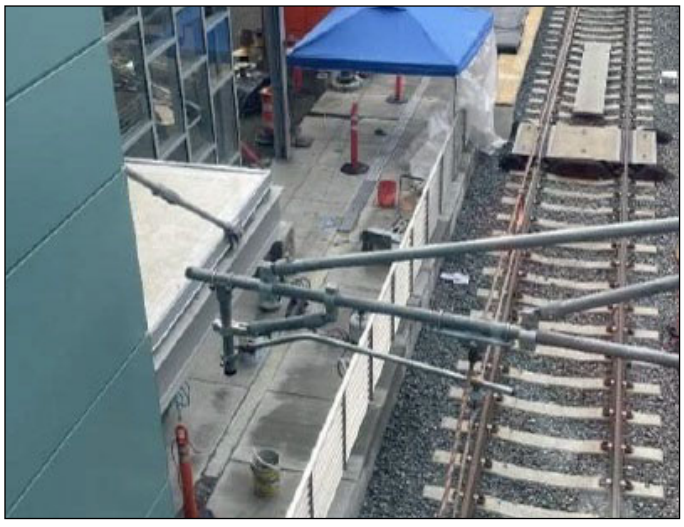
The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued roadway restoration.
- Continued landscaping and restoration along the alignment.
- 148th Station - Began ticket vending machine kiosk and plaza installation along with continued decorative metal panels at the escalators and elevators.
- 185th Station - Continued elevator testing & adjustments, along with garage punchlist work.

Schedule Summary

The November schedule for L200 was sent back for revision and was revised. The December 2023 schedule has only recently been submitted and is under it's initial review. The substantial completion for this contract is driven by crack repair of 185th Garage. This work is not expected to impact the activities leading up to Revenue Service. Other near critical paths include the completion of the dry standpipe (off guideway) and station commissioning.

Activity Name	Start	Finish
L200 Civil Construction	25-Dec-18 A	05-Jul-24
L200 Civil Construction	25-Dec-18 A	05-Jul-24
Project Wide	25-Dec-18 A	05-Jul-24
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	12-Apr-24
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	24-May-24
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	06-Mar-24
WZ-4 145th Station & Garage	08-Apr-19 A	05-Apr-24
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	06-Mar-24
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	21-Dec-23
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	06-Mar-24
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	06-Mar-24
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	06-Mar-24
WZ-10 185th Station & Garage	15-Apr-19 A	05-Jul-24
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	24-May-24



185th station platform tiling

Present Financial Status	Amount
L200 Contractor - SKH **Excludes 130th and betterments**	
Original Contract Value	$88,147,258
Change Order Value	$774,368,899
Current Contract Value	$862,516,157
Total Actual Cost (Incurred to Date)	$809,658,447
Percent Complete	97.2%
Authorized Contingency	$43,762,892
Contingency Drawdown	$22,517,893
Contingency Index	1.9

Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

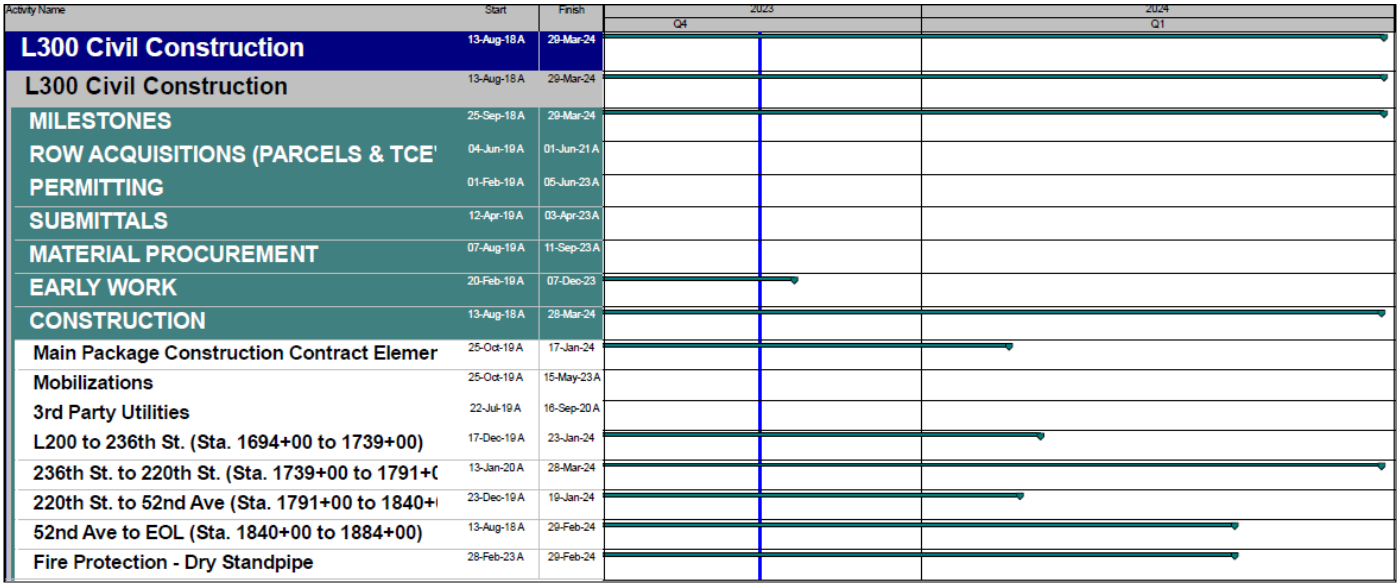
Current Progress

The L300 Contractor, Skanska, is continuing work on site as follows:

- Continued punchlist and commissioning work at Mountlake Terrace and Lynnwood stations.
- Continued track punchlist work along the alignment.
- Continued roadway and site restoration along alignment including traffic and transit circulation improvements along 200th Street SW

Schedule Summary

The Schedule below has been updated through November. An initial review is being performed on the December update. The schedule forecasts a substantial completion of April 11, 2024, a slippage of 29 days since the October update. The critical path is driven by additional work to install security screening. The logic and sequencing of this work is being reviewed, and has not been accepted as a driving component of Substantial Completion.



Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	$56,886,631
Change Order Value	$849,328,725
Current Contract Value	$906,215,356
Total Actual Cost (Incurred to Date)	$864,385,369
Percent Complete	98.3%
Authorized Contingency	$76,394,634
Contingency Drawdown	$71,215,356
Contingency Index	1.1



Mountlake Terrace Station and Park & Ride Lot

Contract L800 Lynnwood Link Systems GC/CM

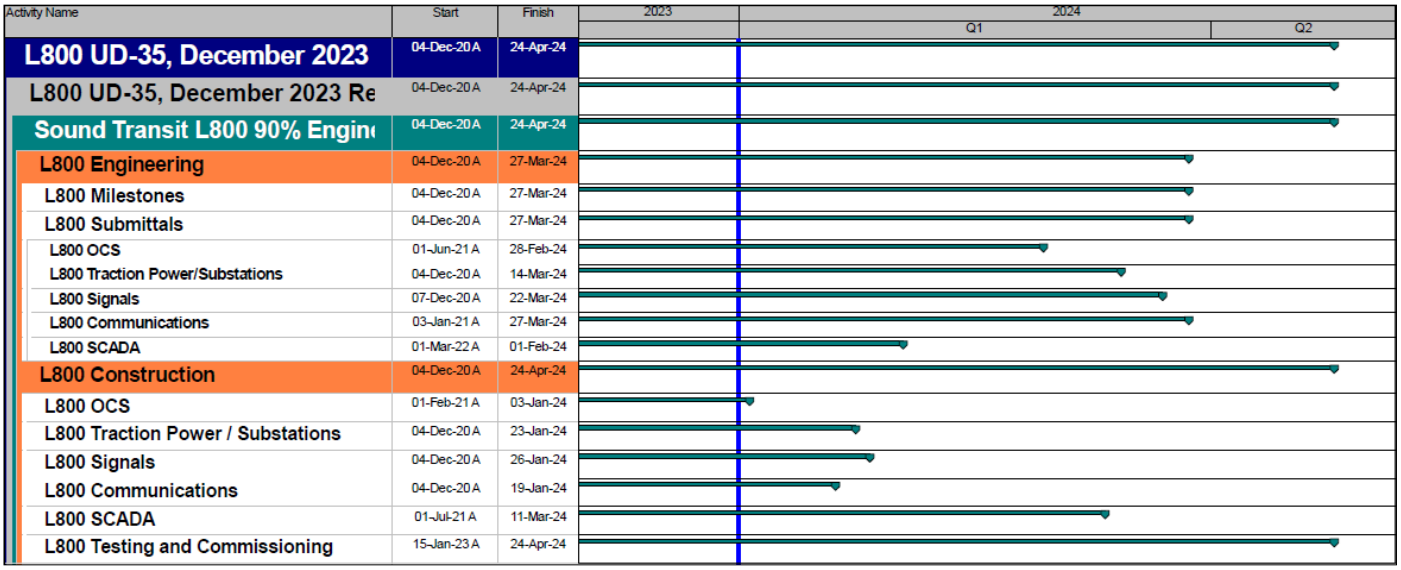
Current Progress

The L800 Contractor, Mass Electric Construction Company (MEC), continued work as follows:

- Continued installing feeder cables, communication devices, communication racks, signal cables and fiber optic cables.
- Continued testing of Overhead Catenary System (OCS) and messenger wire.
- Continued System Integration Testing (SIT).

Schedule Summary

The Schedule below has been updated through December 2023. The schedule is currently under review. The L800 schedule update now forecasts a substantial completion of March 27, 2024, 71 days behind the January 16th contract date. The critical path is driven by the radio system engineering. Near critical paths include TPSS commissioning, OCS energization, and SIT testing. ST is continuing to actively monitor the progress of this work and the follow on rail activation activities.



Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	$148,000,000
Change Order Value	$6,075,419
Current Contract Value	$154,075,419
Total Actual Cost (Incurred to Date)	$144,157,355
Percent Complete	95.1%
Authorized Contingency	$10,360,000
Contingency Drawdown	$6,075,419
Contingency Index	1.6



Dead Car Tow

Link Light Rail
NE 130th St Infill Station

Project Summary

Scope Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.

Phase Construction

Budget $240.2 Million

Schedule Revenue Service: June 2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued soldier pile wall installation.
- Continued site handover from L210 contractor (SKH) to the L230 station finishes contractor (Absher).
- Continued platform edge angle corrections (L210).
- Continued work plan submittals and site surveying.

Closely Monitored Issues

- Closeout of L200 street improvement permit (SIP) and transfer of restoration scope of 5th Ave NE to the L230 SIP.
- Coordination with City of Seattle to issue the L230 SIP.
- Completion of L210 work and site transfer to L230 contractor
- Completion of platform topping slab prior to or concurrent with Lynnwood Link pre-revenue service.
- Energized Overhead Catenary System (OCS) during Lynnwood Link system integration testing.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions. Current period incurred cost reduced by $1.4M due to reconciliation of civil construction over-accrual in the prior period. The other major expenditures were civil DSDC, construction management and ST staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$8.1	$8.1	$3.6	$3.6	$8.1	$0.0
Preliminary Engineering	$2.7	$2.7	$2.7	$2.7	$2.7	$0.0
Final Design	$17.6	$17.6	$16.7	$12.3	$17.6	$0.0
Construction Services	$17.3	$17.3	$12.5	$3.0	$17.3	$0.0
3rd Party Agreements	$1.7	$1.7	$0.7	$0.6	$1.7	$0.0
Construction	$192.6	$192.6	$138.1	$31.6	$192.6	$0.0
ROW	$0.1	$0.1	$0.0	$0.0	$0.1	$0.0
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$240.2**	**$240.2**	**$174.3**	**$53.8**	**$240.2**	**$0.0**

Cost Summary by SCC

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$148.7	$148.7	$120.8	$30.5	$148.6	$0.0
30 Support Facilities	$0.4	$0.4	$0.0	$0.0	$0.4	$0.0
40 Sitework & Special Conditions	$7.4	$7.4	$0.1	$0.0	$7.5	$0.0
50 Systems	$16.2	$16.2	$14.3	$0.8	$16.2	$0.0
Construction Subtotal (10 - 50)	**$172.8**	**$172.8**	**$135.2**	**$31.3**	**$172.8**	**$0.0**
60 Row, Land	$0.1	$0.1	$0.0	$0.0	$0.1	$0.0
70 Vehicles (Non-Revenue)	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$49.7	$49.7	$39.1	$22.5	$49.7	$0.0
90 Unallocated Contingency	$17.6	$17.6	$0.0	$0.0	$17.6	$0.0
Total (10 - 90)	**$240.2**	**$240.2**	**$174.3**	**$53.8**	**$240.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The project budget was baselined in 2022 with a total contingency of $48.6M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties.

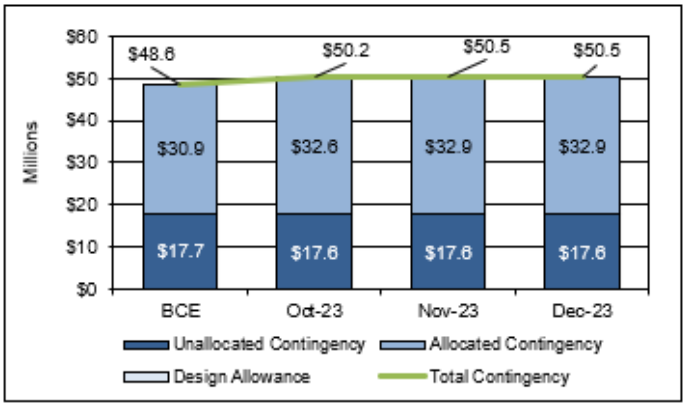
Current Period: During the current period there was no change to contingencies.

Contingency Status

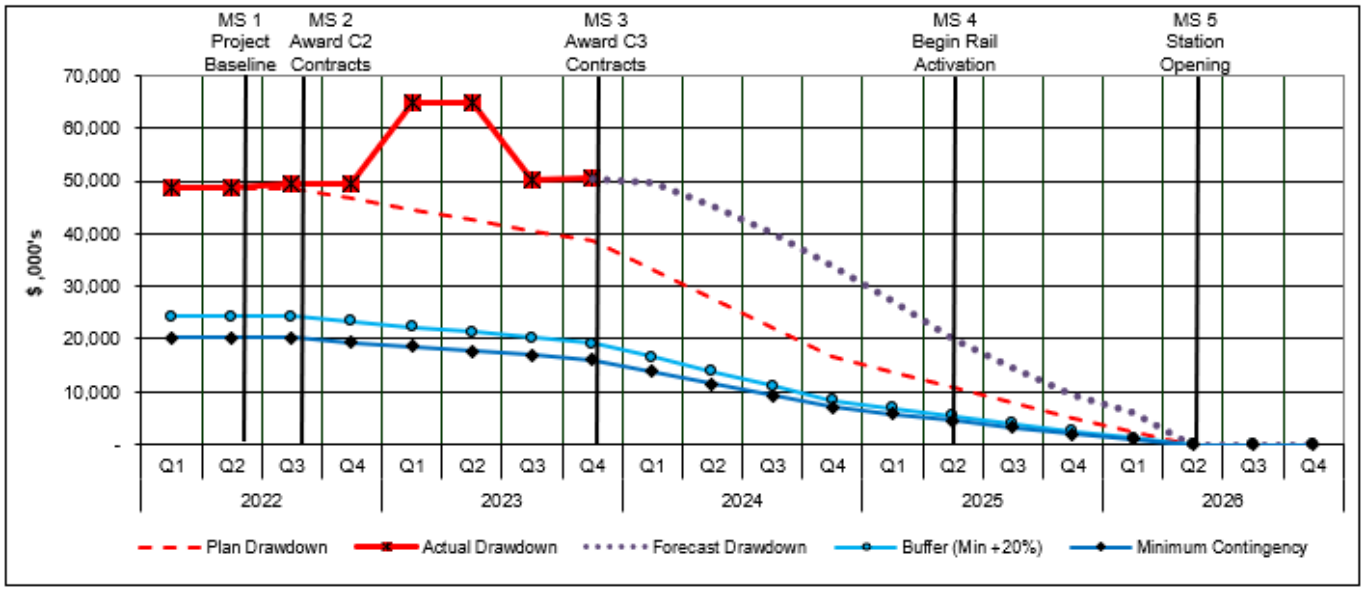
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$32.9	17.6%
Unallocated Contingency	$17.7	7.4%	$17.6	9.4%
Total:	**$48.6**	**20.2%**	**$50.5**	**27.1%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

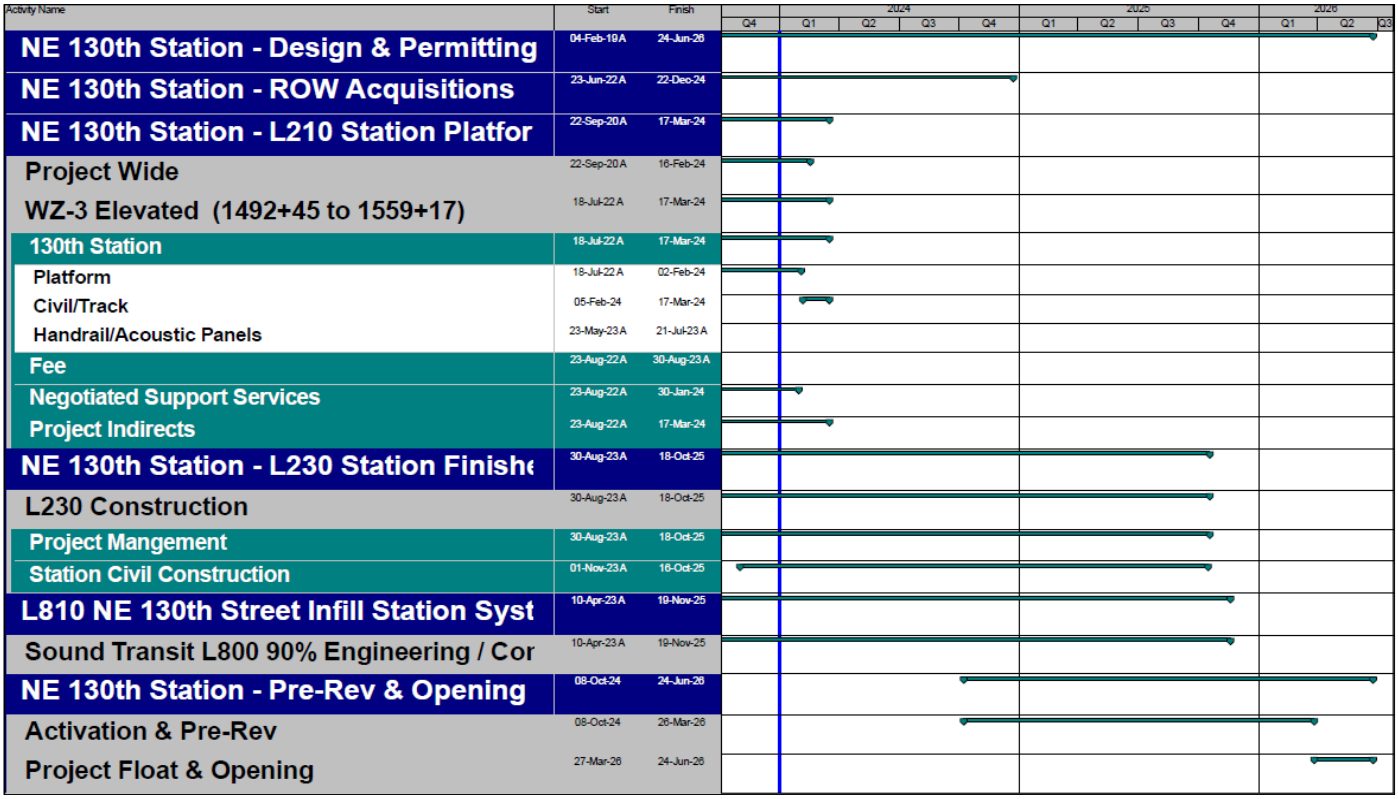
The following are the top project risks identified:

- Partner agencies and internal support resource availability for construction support, testing, and commissioning.
- Supply chain issues causing delays with the station finishes package.
- Contractor deferred submittals causing delay in jurisdiction approvals.

Project Schedule

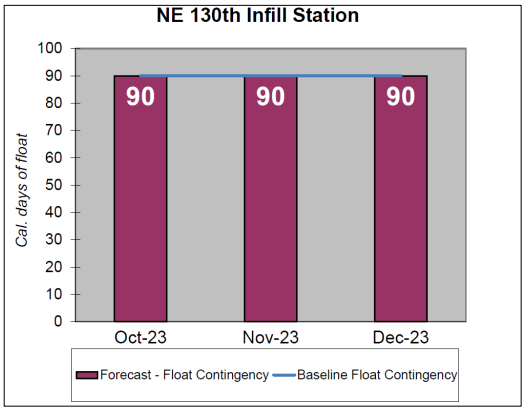
The weighted percent complete for the major construction contracts is calculated at 23.5%.

The December schedule update shows that the L210 scope of work is largely complete, with finishing work at the platform level remaining. The L230 contractor has taken over the site and begun work on the soldier pile wall. The baseline schedule revision is under review. Once that schedule has been accepted, an update will be submitted and incorporated into the Integrated Project Schedule.



Project Float

Project float the period remains 90 days. The L230 contractor has submitted a revised baseline schedule that is currently under review. Once ST has an accepted baseline, integration of an updated schedule will provide a more accurate assessment of project float.



Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Transferring information from the online open house to the permanent website.
- Answering public inquiries about the station.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below the planned FTE monthly average, with less ST staff, less civil DSDC and CM staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	9.6	3.3	6.3
Consultants	13.0	7.8	5.2
TOTAL	22.6	11.1	11.5

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None this period	

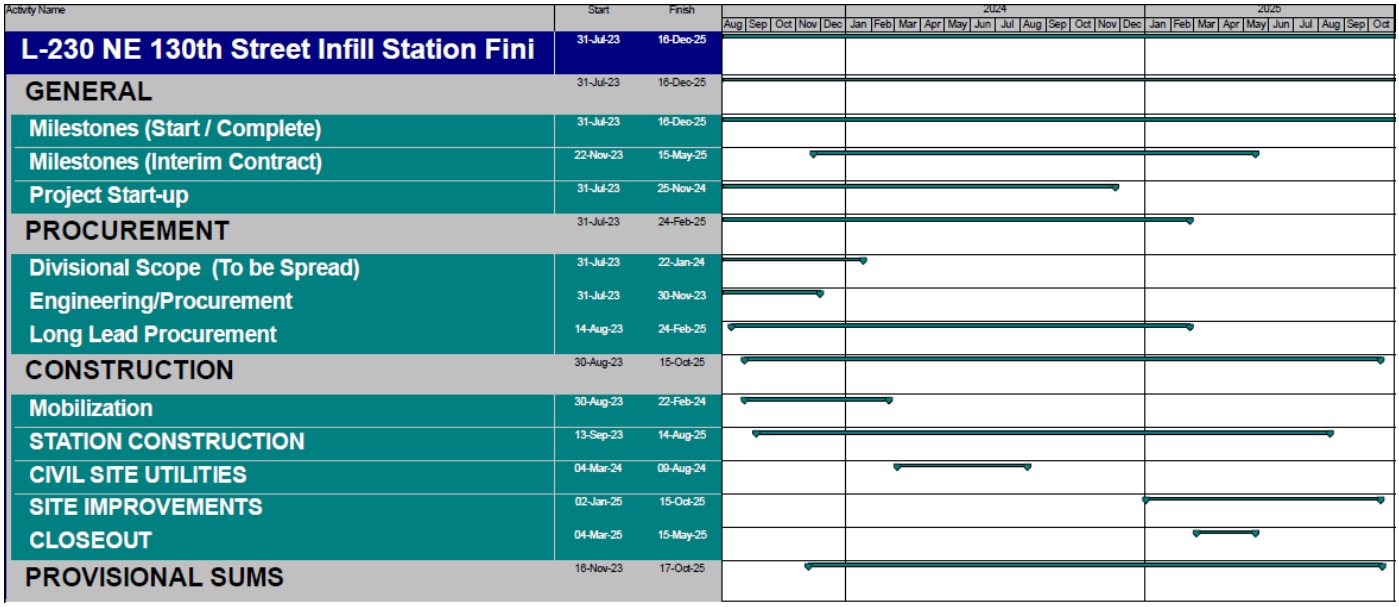
Contract L230 Station Finishes

Current Progress

- Continued soldier pile wall construction.
- Mobilized office trailers to site.
- Baseline schedule submitted and under review.

Schedule Summary

The L230 contractor, Absher Construction, has resubmitted their baseline schedule. The revised schedule is currently under review. An update to current status will be conducted once the baseline schedule has been accepted.



Present Financial Status	Amount
Absher – Civil Construction	
Original Contract Value	$98,270,000
Change Order Value	$0
Current Contract Value	$98,270,000
Total Actual Cost (Incurred to Date)	$8,375,285
Percent Complete	8.6%
Authorized Contingency	$14,740,500
Contingency Drawdown	$0
Contingency Index	-



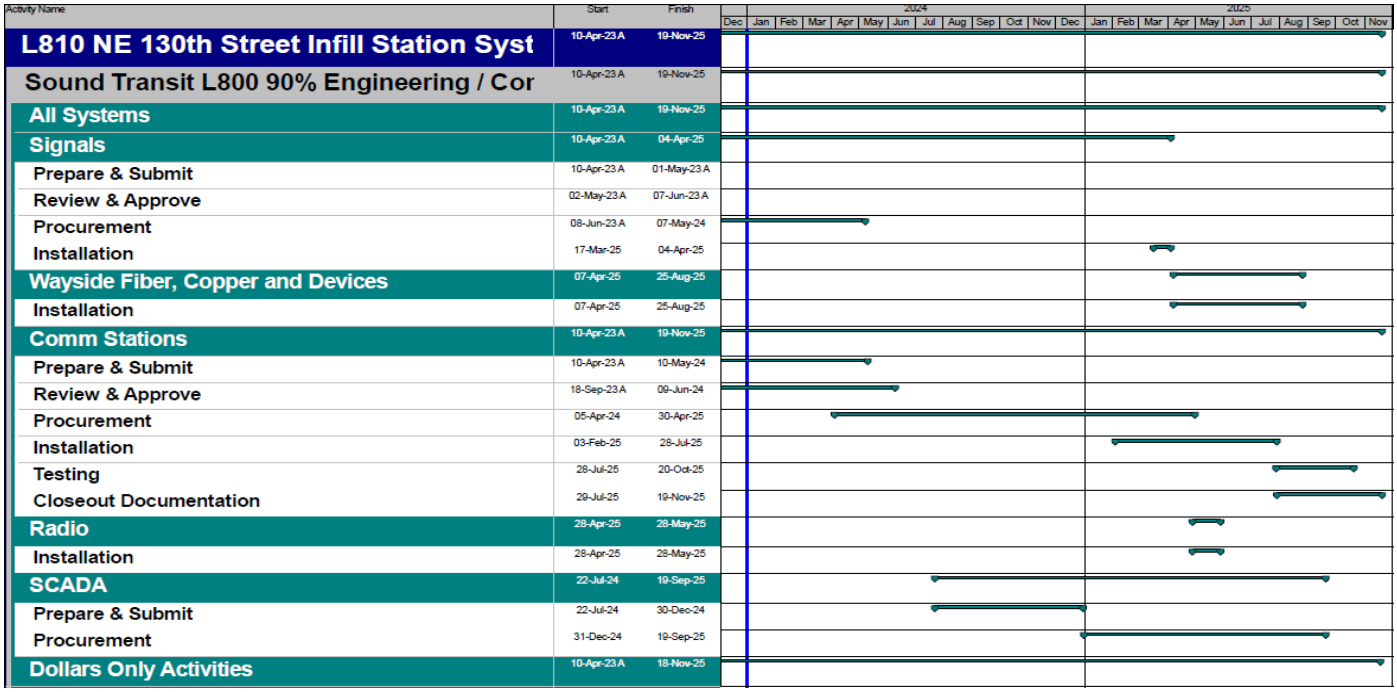
Retaining wall installation

Contract L810 Station Systems

Current Progress

- Prepare and submit Comms and Signals equipment to ST for review.
- Submit the revised Baseline Schedule for review.

Schedule Summary



Present Financial Status	Amount
Mass Electric - Systems Construction	
Original Contract Value	$14,305,865
Change Order Value	$0
Current Contract Value	$14,305,865
Total Actual Cost (Incurred to Date)	$699,360
Percent Complete	6.3%
Authorized Contingency	$1,283,135
Contingency Drawdown	$0
Contingency Index	-



Canopy steel installation

Link Light Rail
North Corridor Maintenance of Way

Project Summary

Scope

Construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions.

The site contains a leased warehouse property that will undergo improvements to support a temporary facility that will serve the near-term Lynnwood Link Extension operations.

The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility.

Phase

Design (Temporary Facility)

Budget

$32M

Design for Temporary Facility. Right-of-Way Activities for Permanent Facility.

Schedule

Q3 2024 Temporary Facility

Q4 2027 Permanent Facility

** This project is in development and project report will be updated quarterly effective June 2023.*



Site Location: North MOW

Key Project Activities

- Early tenant improvement construction JOC contracts awarded and NTP issued. Construction activities during Q1 2024.
- IFB bids received and lowest, responsible bidder identified. Anticipate NTP in late February. Construction activities beginning in March.
- Permit package submitted to SDCI and currently resolving comments.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

This period approximately $195,256K was incurred. The project expenditures include completion of design of the temporary facility and early tenant improvement work.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.1	$0.9	$0.9	$2.1	$0.0
Preliminary Engineering	$1.9	$1.2	$1.0	$1.9	$0.0
Final Design	$3.1	$0.0	$0.0	$3.1	$0.0
Construction Services	$1.2	$0.0	$0.0	$1.2	$0.0
3rd Party Agreements	$0.5	$0.0	$0.0	$0.5	$0.0
Construction	$3.3	$0.0	$0.0	$3.3	$0.0
ROW	$20.0	$1.5	$1.5	$20.0	$0.0
Total	**$32.0**	**$3.6**	**$3.4**	**$32.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

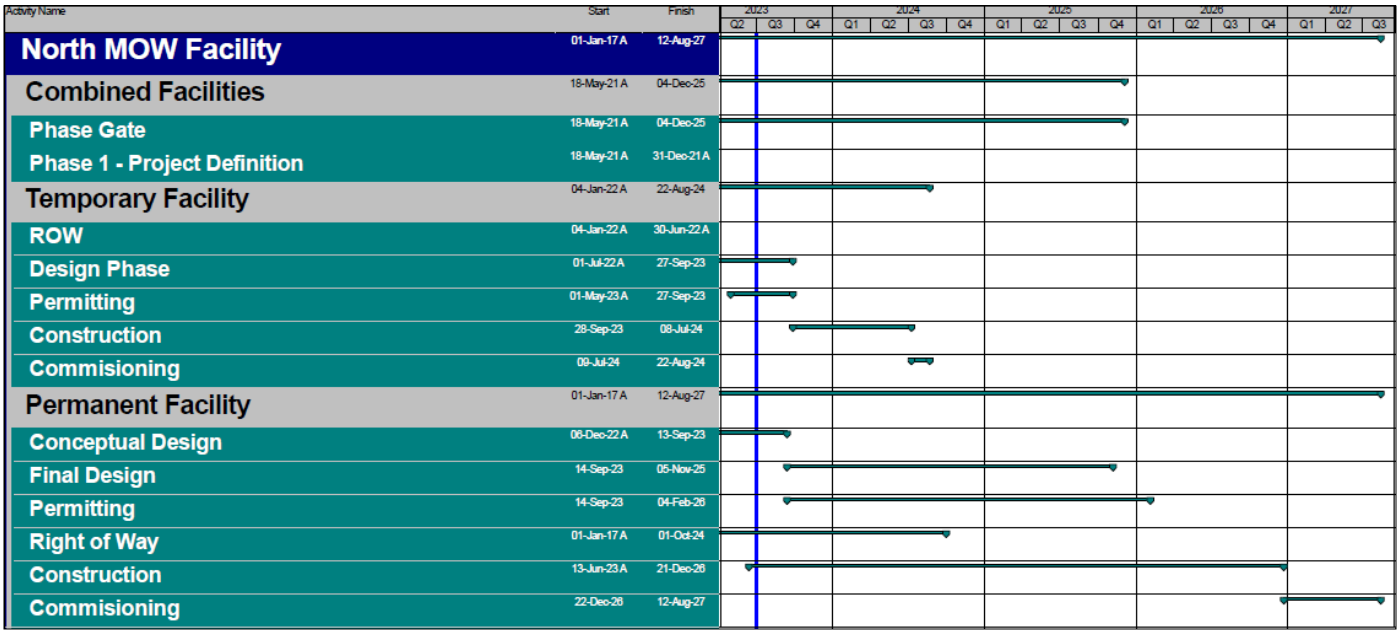
The following are the top project wide risks:

- Tenant improvements needed by Q4 2023 to support Lynnwood Link pre-revenue service. Revised work plan will allow partial use of the facility in April 2024.
- Constrained staffing resources could impact project delivery.
- Permits for temporary and permanent facility are taking longer than expected.

Project Schedule

The North Maintenance of Way Facility continues to move forward with the two element approach. The design for the temporary facility was completed in August. The permanent facility is still in early development.

The temporary facility is not anticipated to fully open prior to the current Lynnwood Link Extension pre-revenue service opening. The project team is working closely with Facilities and Operations to develop mitigations, that will support Lynnwood Link Extension pre-revenue service. The permanent facility currently has a long-range time frame of 2027. The project is currently in the process of purchasing the existing site for both the temporary and permanent facility.



Community Engagement

- No activities in this reporting period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Design on the temporary facility has completed as the project transitions to tenant improvements and thus FTE trended lower than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.2	1.3	2.9
Consultants	6.0	1.0	5.0
TOTAL	10.2	2.3	7.9

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Link Light Rail
Series 2 LRV Fleet Expansion

Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 162 low floor LRV for predominantly service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.
Phase	Manufacturing, delivering, testing & commissioning
Budget	$836.8 Million (Baseline Sep 2015, 122 LRVs; Amended Apr 2017, 152 LRVs; Amended Nov 2023, 162 LRVs)
Schedule	Baseline Conditional Acceptance (fleet enters revenue service) 152nd LRV: Q2 2025 162nd LRV: Q2 2027



Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – one LRV was delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – two LRVs were CA this month.
- Continued transport of LRVs by truck between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to maintain acceptance testing progress out of OMF Central (three Series 2 LRVs were transferred to OMF Central this month).
- Continued final assembly and car shell fabrication in Sacramento Facilities.
- Eleven of the eighteen Series 1 LRVs with ATP system mechanically retrofitted have completed static tests at OMF East. Siemens continue to perform ATP system retrofit works and testing at OMF East.

Closely Monitored Issues

- Twelve fleet defects have been declared (four closed); the commissioning team efforts in responding to defects is contributing to delay in CA of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- Limited Operations and Maintenance Facilities (OMF) Central yard storage capacity in 2024 may affect recovery schedule, preventative maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 & 2 LRVs transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions. Weekly meeting with Siemens to monitor progress.
- ST and Siemens continue working on getting a realistic completion delivery schedule/plan for all remaining spare parts, special tools and test equipment.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of $836.9 M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately $565.2M. The majority of the cost attributed to the vehicles phase of $541.3M. The current period expenditure is $4.8M, cost attributable to the LRV manufacturing and to engineering, inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$16.5	$16.5	$9.1	$8.7	$16.5	$0.0
Construction Services	$27.2	$27.2	$16.2	$15.2	$27.2	$0.0
Vehicles	$793.2	$793.2	$668	$541.3	$793.2	$0.0
Total	**$836.9**	**$836.9**	**$693.2**	**$565.2**	**$836.9**	**$0.0**

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$774.2	$774.2	$674.7	$544.3	$774.2	-$0.0
80 Professional Services	$46.9	$47.0	$18.5	$20.8	$47.1	$0.0
90 Contingency	$15.8	$15.6	$0.0	$0.0	$15.6	$0.0
Total (SCC 10 - 90)	**$836.9**	**$836.9**	**$693.2**	**$565.2**	**$836.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks:

- Competing demands for extension project simulated services and the upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service start dates of Link extension projects.

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a $78.0M Total Contingency. The project's current Total Contingency balance is $56.3M or approximately 20.7% of remaining work in the project.

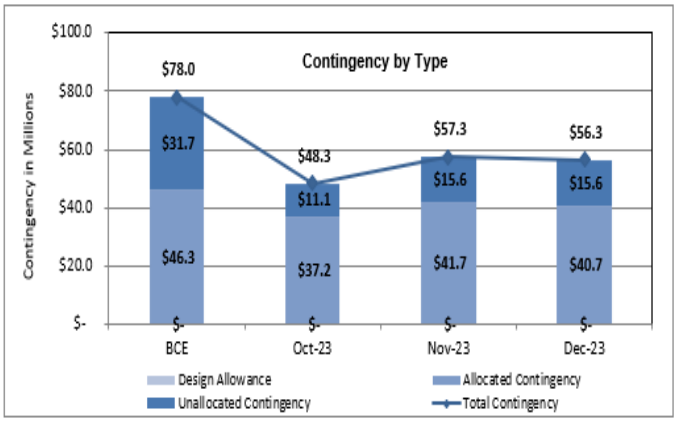
Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains $0 design allowance.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was $46.3M. The current allocated contingency balance is $40.7M, from last period's $41.7M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, there's no change with the new balance of $15.6M.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$ 0.0	0.0%	$ 0.0	0.0%
Allocated Contingency	$46.3	6.3%	$40.7	15.0%
Unallocated Contingency	$31.7	4.3%	$15.6	5.7%
Total	**$78.0**	**10.7%**	**$56.3**	**20.7%**



Project Schedule

Percent complete of the contract payment milestones is calculated at 80.3%.

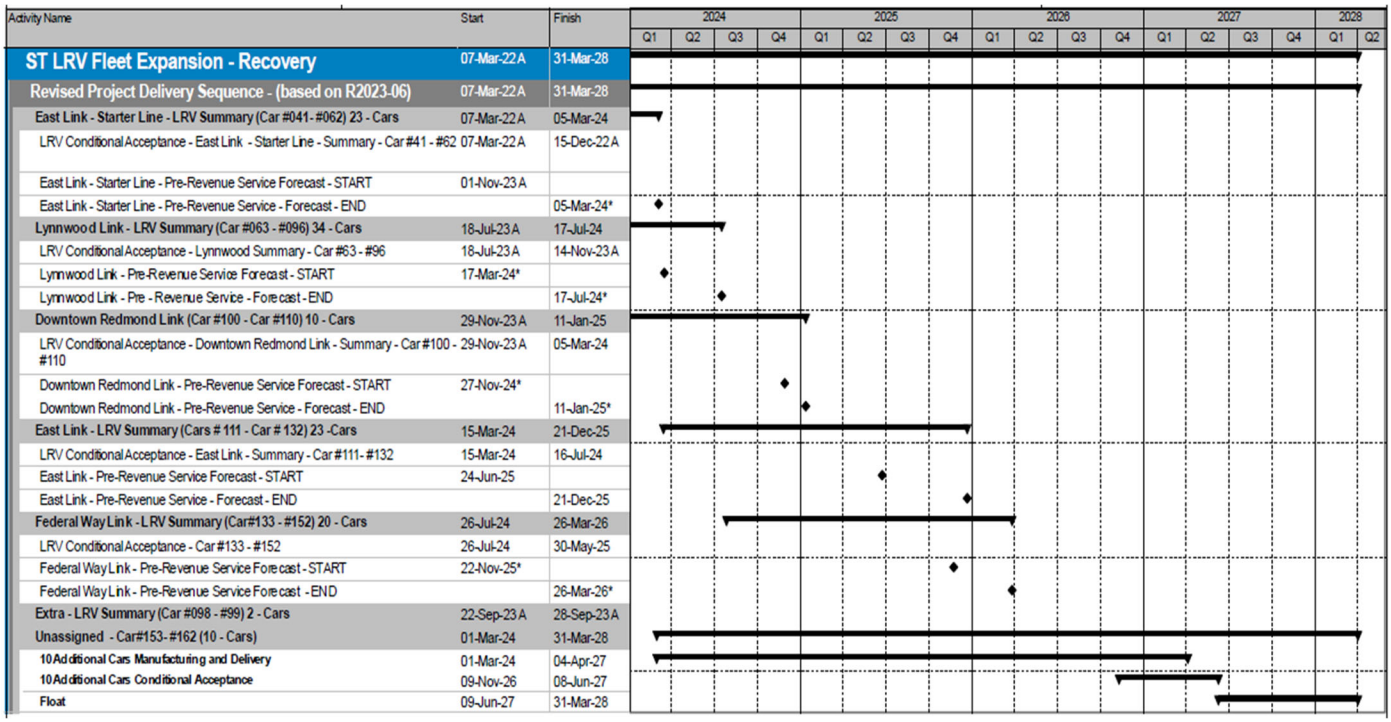
The summary schedule below supports each of the project starter lines by identifying conditional acceptance testing of Light Rail Vehicles from Siemens' December 30, 2023 monthly schedule update. The LRV manufacturer (Siemens) has delivered 123 LRVs of which 101 LRVs were Conditionally Accepted. In addition, there are 11 LRVs fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly

All the required LRVs has been completed conditional acceptance to support East Link and Lynnwood Link Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed and all 152 LRVs Conditionally Accepted by late May 2025 with 10 additional cars manufactured, delivered and Conditionally Accepted by June 2027.

Lastly, ATP retrofit schedule may have substantial impact on conditional acceptance rate for 102nd Series 2 LRV and forward.

Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test, acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit sites.



LRV Delivery and Testing Progress as of December 31, 2023				
LRV status	**Received / Delivered**	**Testing In Progress**	**Conditionally Accepted**	**Entered Revenue Service**
Planned	150	8	142	142
Actual (Seattle)	95	4	91	91
Actual (Bellevue)	28	18	10*	10*

* *Transferred from OMFC to OMFE to support East Link Starter Line pre-revenue services.*



LRV 332 Preparing for Shipment in Sacramento, CA



Car 333 in-progress in Sacramento, CA

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending December 2023. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	5.9	0.3
Consultants	5.9	7.8	(1.9)
TOTAL	12.1	13.7	(1.6)
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Link Light Rail
Series 3 LRV Fleet Expansion

Project Summary

Scope

Includes all steps necessary to specify, procure, manufacture, commission, and accept approximately 106 new light rail vehicles with delivery occurring over a nine-year period with an optional extension of the service to support the procurement of additional 216 vehicles. The LRV count in this report is based on assumed vehicle length of 95 feet. The project will support future operations of the existing system and extensions in planning.

Phase

Planning

Budget

$33.0 M (Authorized Project Allocation)

Schedule

Forecasted In-Service Date: 2035

** This project is in development and project report will be updated quarterly effective June 2023.*



Light rail vehicle for Procurement

Key Project Activities

- Continued negotiation with selected engineering and inspection consultant team to support procurement and delivery of Series 3 LRVs. The Notice to Proceed for the consultant contract executed in Q3 2023.
- Continued engagement with the car builder industry to understand market conditions for designing and manufacturing new vehicles that increase passenger capacity, enhance passenger experience and improve maintainability.
- Exploring the feasibility of preliminary design concepts of key vehicle elements by qualified car builders are anticipated in the second half of 2023.

Closely Monitored Issues

- Potential lack of resources for project initiation and management. Sound Transit is engaging closely with the industry to enhance interest and wide participation by car builders in Series 3 LRV procurement.
- Potential very high vehicle cost due to inflation, labor shortage, and supply chain challenges. Sound Transit is exploring the use of indexed pricing model for this procurement and discussing with the car build industry and trade organizations such as APTA to minimize market trend impacts on pricing.

Project Cost Summary

The Series 3 LRV Fleet Project has an authorized project allocation budget of $33.0M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is around $1.1M to which a majority of the cost are attributed to the Administration and Construction Services phase. The current period expenditure is approximately $450K, cost all attributable to

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$7.9	$0.3	$0.3	$7.9	$0.0
Construction Services	$25.1	$7.1	$0.5	$25.1	$0.0
Vehicles	$0.0	$0.0	$0.2	$0.0	$0.0
Total	**$33.0**	**$7.5**	**$1.1**	**$33.0**	**$0.0**

Cost Summary by SCC

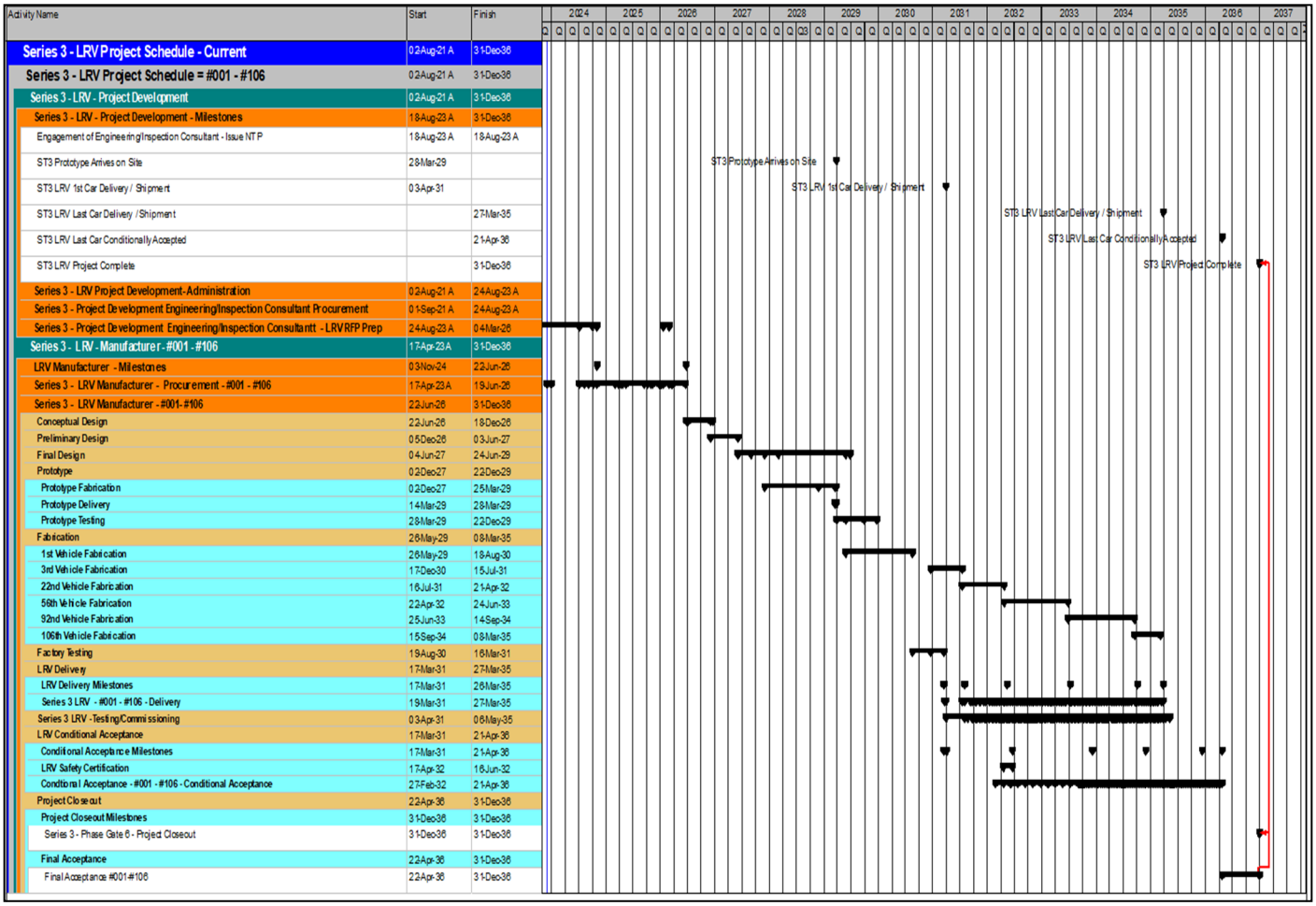
SCC Elements	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	$0.0	$0.0	$0.0	$0.0	$0.0
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$25.0	$7.1	$0.8	$25.0	$0.0
80 Professional Services	$7.7	$0.3	$0.3	$7.7	$0.0
90 Contingency	$0.3	$0.0	$0.0	$0.3	$0.0
Capital Total (SCC 10 - 90)	**$33.0**	**$7.5**	**$1.1**	**$33.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Project Schedule

Current project schedule which is still under development. We expect the first Series 3 vehicle to enter revenue service in Q2 2032, and the 56th and 106th vehicles to enter revenue service by end of Q4 2033 and Q2 2035, respectively. This rate of Conditional Acceptance is currently anticipated to be sufficient to open new Link Extensions such as West Seattle and Tacoma Dome. The Final Acceptance of 106 LRVs in the base order was projected to be complete in 2032 when the project was presented to the Board in 2022; however this projection is currently revised to 2036 for Final Acceptance of the base order based on feedback from the industry on reasonable durations for the testing phase of the project.



Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Link Light Rail
S Boeing Access Rd Infill Station

Project Summary

Scope

This project adds a new elevated level light rail station to the existing 1 Line in the vicinity of S Boeing Access Rd, E Marginal Way S, and I-5 in Tukwila.

The project bridges the 5.5-mile gap between the existing Rainier Beach and Tukwila International Boulevard stations and increases access to the Tukwila and Duwamish manufacturing/ industrial centers and neighborhoods in north Tukwila and south Seattle.

The project adds a 300-stall surface parking lot and/or provides a flexible approach to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase

Planning

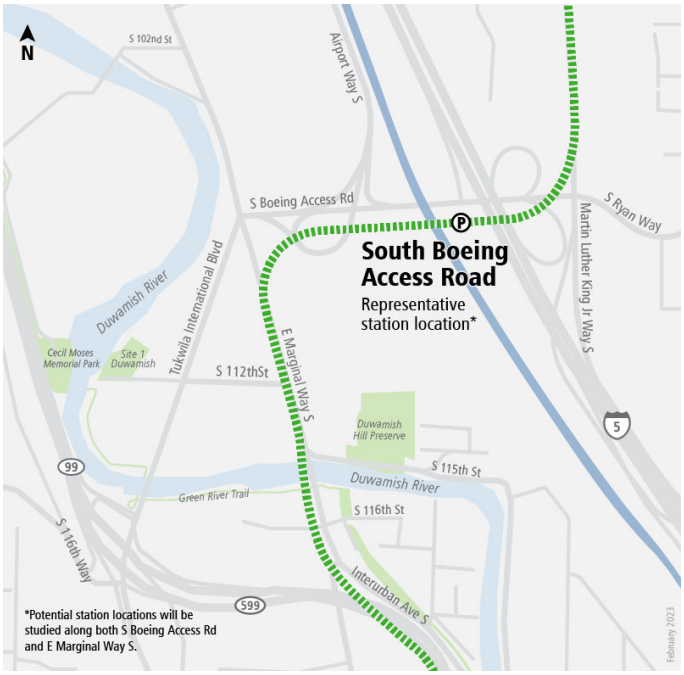
Budget

$8.6M through completion of Preliminary Engineering

Schedule

Forecasted In-Service Date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Issued Notice to Proceed on December 13, 2023 to Kimley-Horn and Associates, Inc. for Project Development Services contract (Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services).

Project Cost Summary

The Boeing Access Rd. Infill Station is a voter-approved project under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $4.1M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$1.2	$0.3	$0.2	$1.2	$0.0
Preliminary Engineering	$6.8	$4.1	$0.0	$6.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.0	$0.0	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$8.6**	**$4.4**	**$0.3**	**$8.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report	

Link Light Rail
S Graham St Infill Station

Project Summary

Scope

This project adds a new at-grade light rail station to the existing 1 Line on Martin Luther King Jr Way S between S Graham St and S Morgan St in Seattle.

The project bridges the 1.5-mile gap between the existing Columbia City and Othello stations, and increases light rail access in the growing Hillman City, Brighton, New Holly, and Beacon Hill neighborhoods.

The project provides improvements to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase

Planning

Budget

$2.9M through completion of Preliminary Engineering

Schedule

Forecasted In-Service Date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Issued Notice to Proceed on December 13, 2023 to Kimley-Horn and Associates, Inc. for Project Development Services contract (Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services).

Link Light Rail
S Graham St Infill Station

Project Cost Summary

The Graham St. Infill Station is a voter-approved project under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $1.7M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$0.4	$0.2	$0.2	$0.4	$0.0
Preliminary Engineering	$2.3	$2.0	$0.0	$2.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2.9**	**$2.2**	**$0.2**	**$2.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report	

Link Light Rail
Tacoma Dome Link Extension

Project Summary

Scope

Limits	Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, and Tacoma Dome
Alignment	The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.
Stations	South Federal Way, Fife, Portland Avenue and Tacoma Dome
Systems	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
Phase	Planning: TDLE Conceptual Engineering (CE) and OMF South Preliminary Engineering (PE)
Budget	$299.1 M for: TDLE through Phase 2 CE and OMF South through Phase 3 PE
Schedule	Forecasted In-Service Dates: OMF South: 2032 Tacoma Dome Station : 2035 Parking at South Federal Way & Fife: 2038

A separate project, Tacoma Dome Station Parking and Access Improvements, will fund non-motorized and/or parking improvements in the vicinity of Tacoma Dome Station. This project will be developed in parallel with TDLE.

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Tacoma Dome Link Extension

Key Project Activities

Major activities are highlighted below. Additional activities for this report period can be found on the following report pages.

Tacoma Dome Link Extension (TDLE)

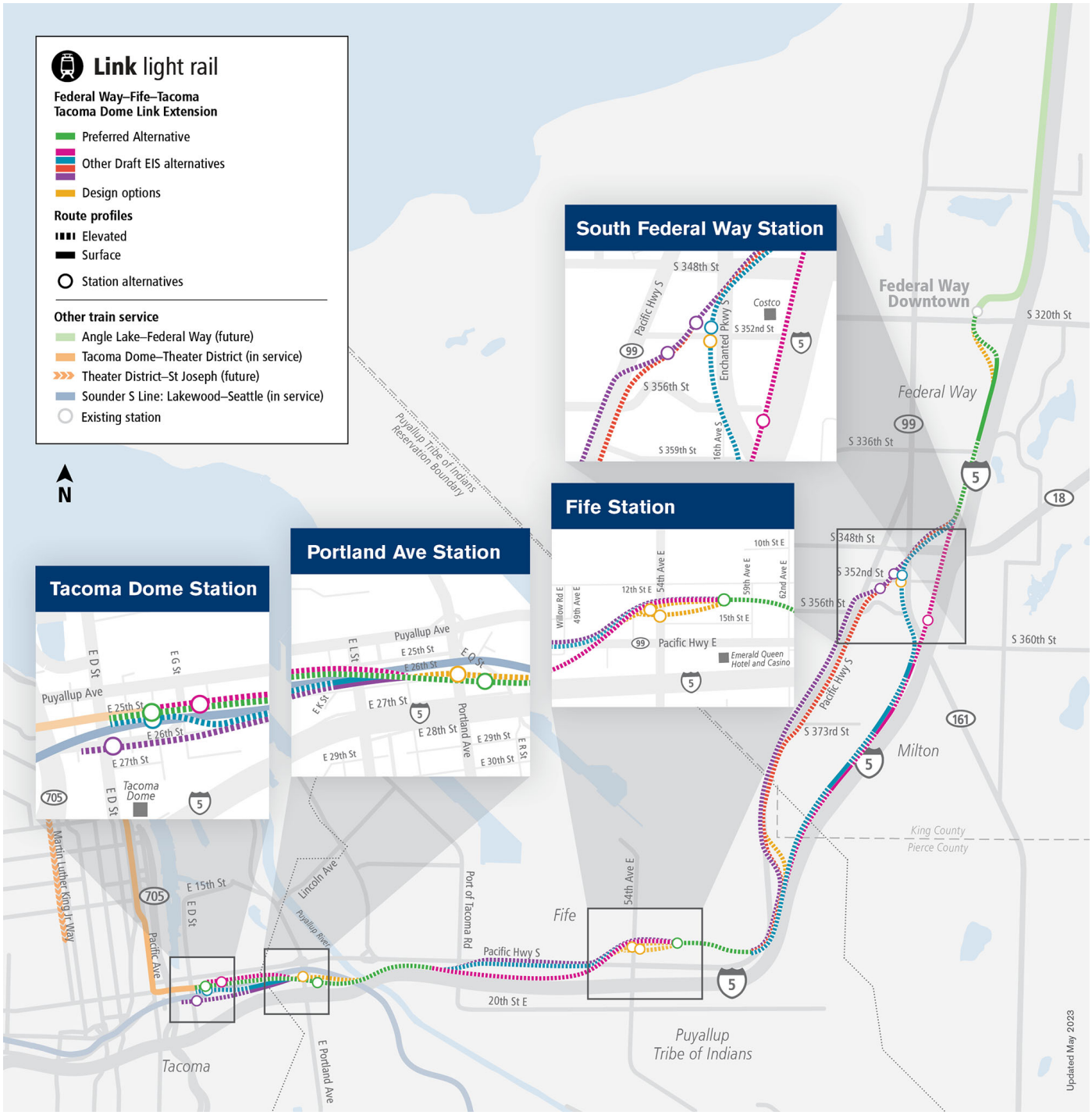
- Internal team began preparations for Draft EIS FTA submittal and Board identification of Preferred Alternative in 2024.
- 10% conceptual engineering drawings shared with partnering jurisdictions for comments and review.
- Environmental briefings provided to partnering jurisdictions covering DEIS components.
- Held meeting with Tribal Council in November 2023.

Operations and Maintenance Facility South (OMF South)

- Virtual and in-person DEIS public hearings held in Federal Way in October, DEIS public comments reviewed and summarized by internal staff.
- Letters of Concurrence shared with Federal Way City staff in preparation for future agreement.
- Initiated Early Acquisition activities.
- Updated Opinion of Probable Costs.

Project Map

Graphic below depicts additional detail of the project route and station alignments being considered.



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

For this period $9.6M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3 and construction service for the DBPM contract with OMF South project.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$31.3	$24.6	$24.3	$31.3	$0.0
Preliminary Engineering	$97.8	$93.6	$64.1.2	$97.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$20.0	$19.2	$3.5	$20.0	$0.0
3rd Party Agreements	$6.4	$5.2	$2.2	$6.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$143.6	$7.6	$1.6	$143.6	$0.0
Total	**$299.1**	**$150.1**	**$95.7**	**$299.1**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land	$128.6	$7.6	$1.6	$128.6	$0.0
80 Professional Services	$154.7	$142.6	$94.1	$154.7	$0.0
90 Unallocated Contingency	$15.8	$0.0	$0.0	$15.8	$0.0
Total (10 - 90)	**$299.1**	**$142.1**	**$95.7**	**$299.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

- The capital cost estimate for the additional alignment alternative added for study in the Draft EIS (Pac Hwy/SR99) is trending to be greater than current estimate for I-5 alternative in the Financial Plan.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- Environmental mitigation costs could increase.
- Existing buildings below the proposed guideway/stations require upgrades/replacement to meet code requirements
- Construction cost may increase more than the projected escalation rate as a result of general construction cost increases in the region.
- Potential impacts from higher real estate and construction costs.
- Potential design or construction challenges could emerge as work progresses, including crossing of Puyallup River may increase time needed.
- New commercial development on affected parcels drives the ROW cost higher.
- Potential permitting challenges and other necessary timely coordination / approvals with many permitting authorities.

OMF South

- Construction cost may increase more than the projected escalation rate and inflation rate as a result of general construction cost increases in the region.
- Environmental permitting challenges. An ecosystem mitigation plan acceptable to all parties, may take longer to negotiate and/or cost more than anticipated. A comprehensive mitigation plan will be required to mitigate unavoidable impacts to ecosystem resources on the S 336th Street site.
- Neither of the RFP proposers can deliver the project below the affordability point.
- Negotiations with FW council for 20th AVE street vacation may not result in approval which may delay the project and impact project costs.
- ST requirements change (i.e. increase in LRV storage requirements) that results in more property acquisition or changes to the EIS may increase project cost and delay schedule.
- Delays associated with the real estate acquisition process could delay the schedule.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Material procurement in accordance with Buy America requirements restricts available sources, resulting in cost and time impacts
- Third party coordination and/or unanticipated required mitigation could increase cost.
- Unidentified utility conflicts, contaminated soil and/or groundwater may be discovered during construction, increasing cost.

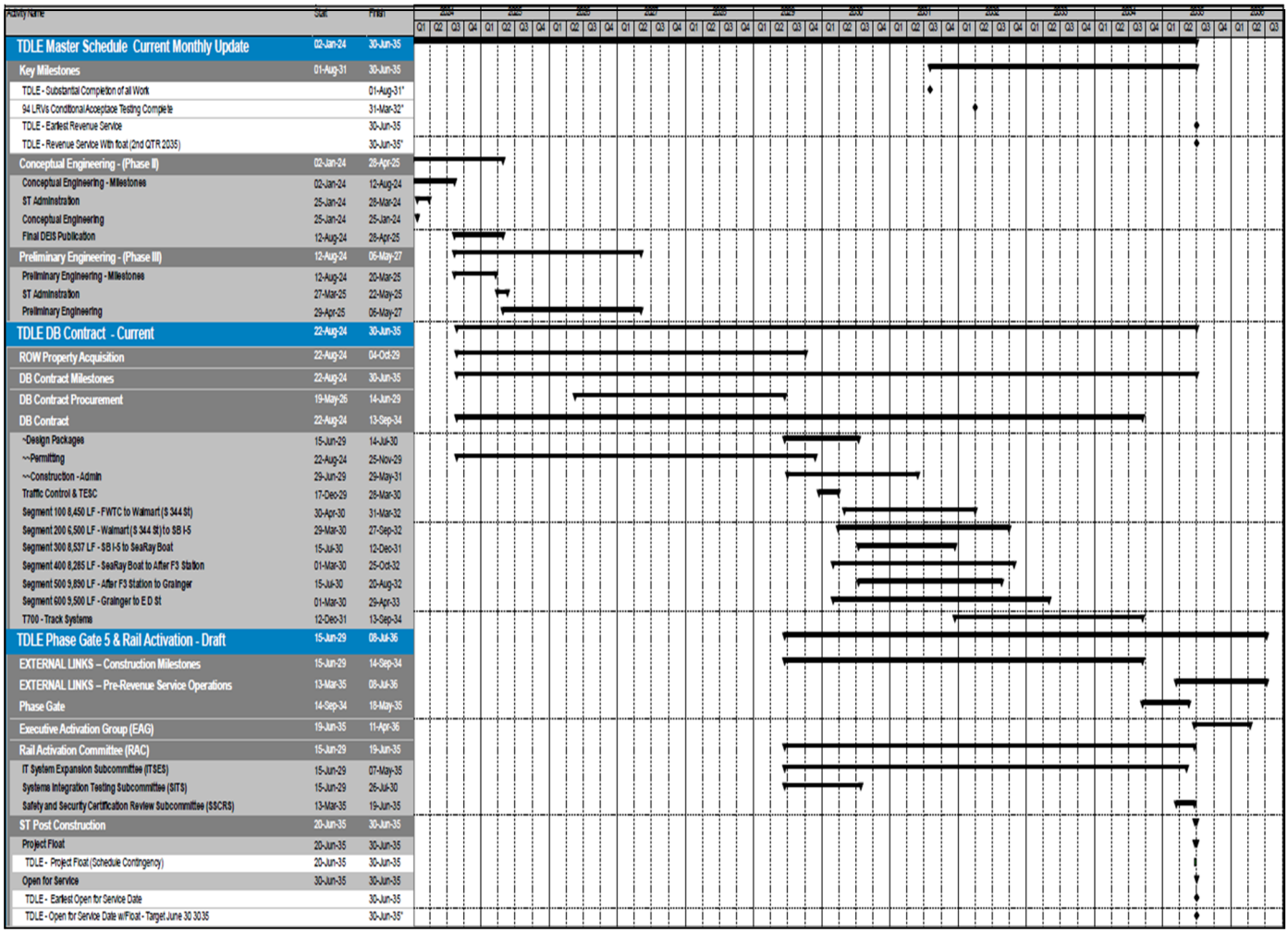
Tacoma Dome Link Extension

Current Progress

- Continued development of NEPA/SEPA Draft EIS.
- Continued coordination with the Puyallup Tribe, WSDOT, FTA, Fife, Milton, Federal Way and Tacoma.

TDLE Project Schedule

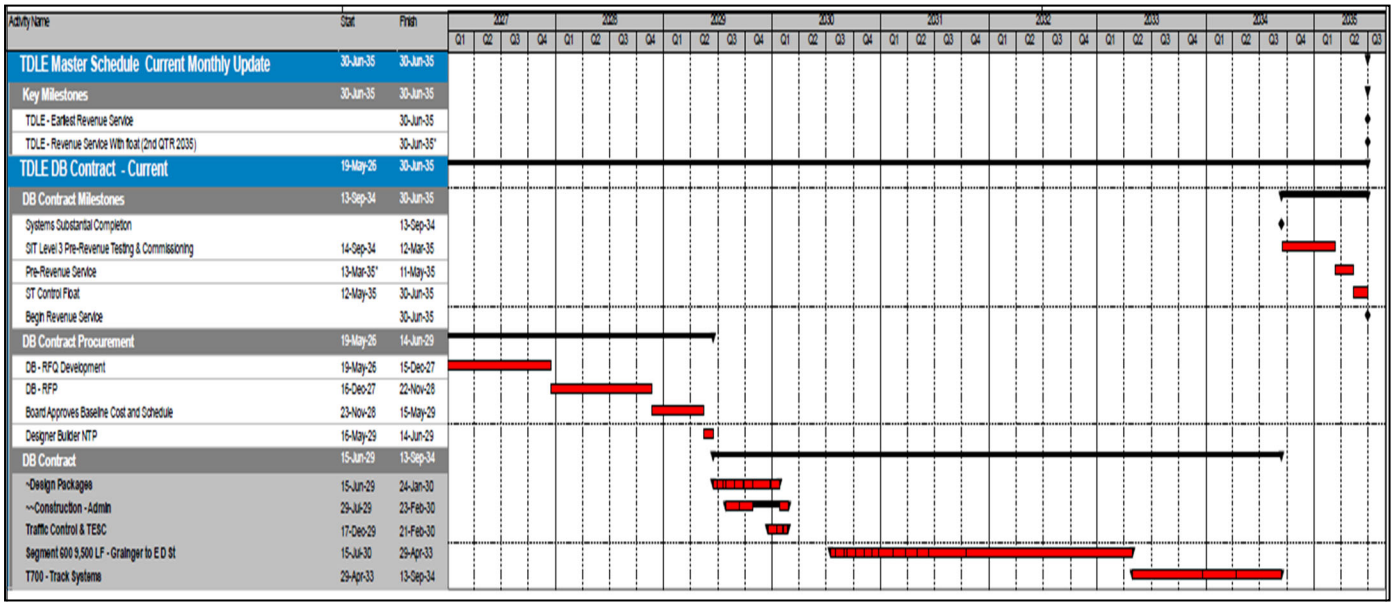
Below is the summary schedule as of December 31, 2023. The schedule reflects the Board approval of a new station options in Fife and additional alignment alternative in South Federal Way for evaluation in the Draft EIS. The corresponding impacts of the EIS publication being extended has resulted in a three (3) calendar year delay to the Forecasted In- Service Date which is now Q2 2035.



Activity Name	Start	Finish
TDLE Master Schedule Current Monthly Update	02-Jan-24	30-Jun-35
Key Milestones	01-Aug-31	30-Jun-35
TDLE - Substantial Completion of all Work		01-Aug-31*
94 LRVs Conditional Acceptance Testing Complete		31-Mar-32*
TDLE - Earliest Revenue Service		30-Jun-35
TDLE - Revenue Service With float (2nd QTR 2035)		30-Jun-35*
Conceptual Engineering - (Phase II)	02-Jan-24	28-Apr-25
Conceptual Engineering - Milestones	02-Jan-24	12-Aug-24
ST Administration	25-Jan-24	28-Mar-24
Conceptual Engineering	25-Jan-24	25-Jan-24
Final DEIS Publication	12-Aug-24	28-Apr-25
Preliminary Engineering - (Phase III)	12-Aug-24	06-May-27
Preliminary Engineering - Milestones	12-Aug-24	20-Mar-25
ST Administration	27-Mar-25	22-May-25
Preliminary Engineering	29-Apr-25	06-May-27
TDLE DB Contract - Current	22-Aug-24	30-Jun-35
ROW Property Acquisition	22-Aug-24	04-Oct-29
DB Contract Milestones	22-Aug-24	30-Jun-35
DB Contract Procurement	19-May-26	14-Jun-29
DB Contract	22-Aug-24	13-Sep-34
~Design Packages	15-Jun-29	14-Jul-30
~~Permitting	22-Aug-24	25-Nov-29
~~Construction - Admin	29-Jun-29	29-May-31
Traffic Control & TESC	17-Dec-29	28-Mar-30
Segment 100 8,450 LF - FWTC to Walmart (S 344 St)	30-Apr-30	31-Mar-32
Segment 200 6,500 LF - Walmart (S 344 St) to SB I-5	29-Mar-30	27-Sep-32
Segment 300 8,537 LF - SB I-5 to SeaRay Boat	15-Jul-30	12-Dec-31
Segment 400 8,285 LF - SeaRay Boat to After F3 Station	01-Mar-30	25-Oct-32
Segment 500 9,890 LF - After F3 Station to Grainger	15-Jul-30	20-Aug-32
Segment 600 9,500 LF - Grainger to E D St	01-Mar-30	29-Apr-33
T700 - Track Systems	12-Dec-31	13-Sep-34
TDLE Phase Gate 5 & Rail Activation - Draft	15-Jun-29	08-Jul-36
EXTERNAL LINKS – Construction Milestones	15-Jun-29	14-Sep-34
EXTERNAL LINKS – Pre-Revenue Service Operations	13-Mar-35	08-Jul-36
Phase Gate	14-Sep-34	18-May-35
Executive Activation Group (EAG)	19-Jun-35	11-Apr-36
Rail Activation Committee (RAC)	15-Jun-29	19-Jun-35
IT System Expansion Subcommittee (ITSES)	15-Jun-29	07-May-35
Systems Integration Testing Subcommittee (SITS)	15-Jun-29	26-Jul-30
Safety and Security Certification Review Subcommittee (SSCRS)	13-Mar-35	19-Jun-35
ST Post Construction	20-Jun-35	30-Jun-35
Project Float	20-Jun-35	30-Jun-35
TDLE - Project Float (Schedule Contingency)	20-Jun-35	30-Jun-35
Open for Service	30-Jun-35	30-Jun-35
TDLE - Earliest Open for Service Date		30-Jun-35
TDLE - Open for Service Date w/Float - Target June 30 3035		30-Jun-35*

TDLE Critical Path Analysis

The critical path for TDLE is running through Phase 2 publishing of the DEIS and ST Board Preferred Alternative identified / confirmed. Any slippage to Phase 2 and Phase 3 could impact the Revenue Service target date completion of Q2 2035.



Community Engagement

- Tabled at the Harvest Festival in Fife.
- Received a briefing from a religious facility in Fife.
- Provided a briefing to a property owner in Fife.
- Provided a briefing to a property owner in Milton.

Operations and Maintenance Facility South

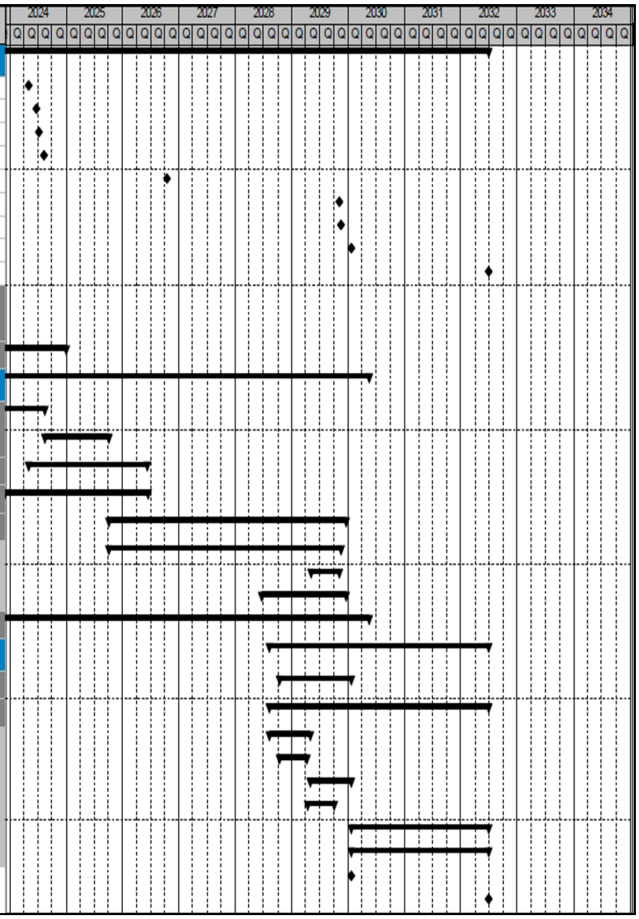
Current Progress

- Ongoing coordination with WSDOT, FTA, and other environmental permitting agencies.
- Regular coordination with the City of Federal Way on design, land use, city code and permitting, and Real Properties in preparation for continued public engagement.

OMF South Project Schedule

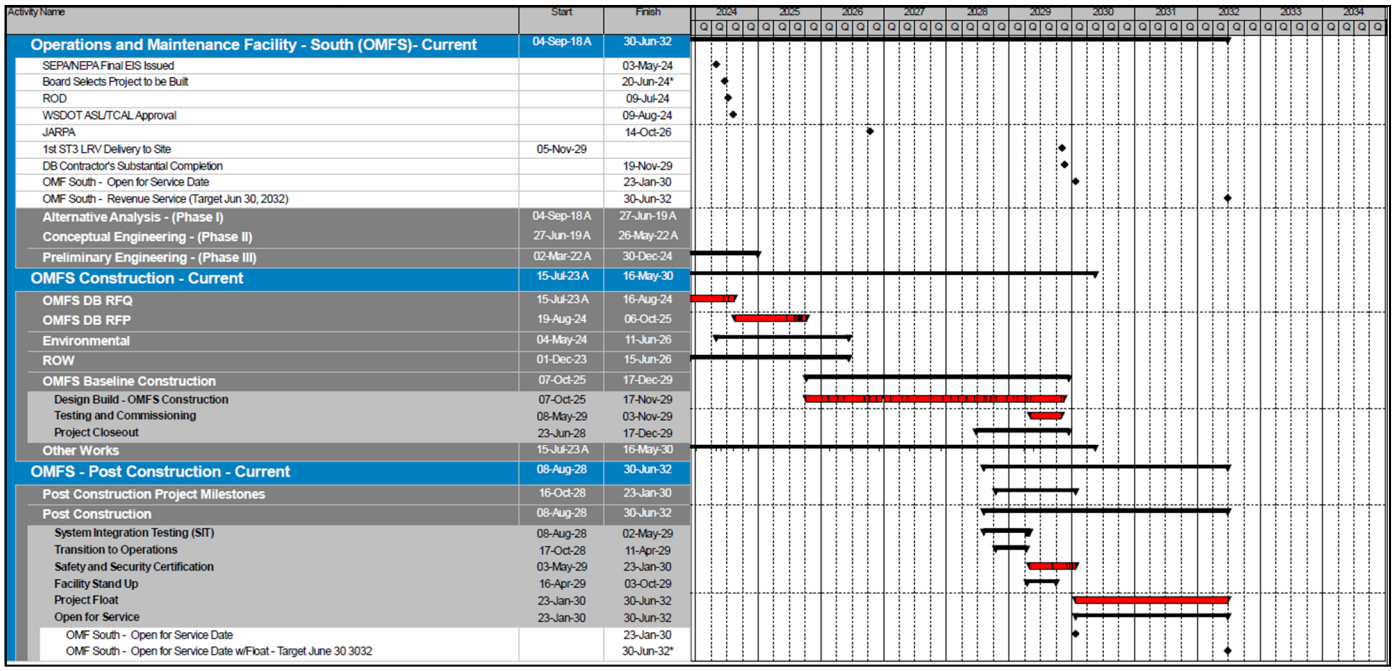
Below is the summary schedule as of December 30, 2023. Current schedule shows additional time for combined NEPA/SEPA Final EIS which impacts the Facility In Service date from Q4 2029 to Q2 2032. Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2024.

Activity Name	Start	Finish
Operations and Maintenance Facility - South (OMFS)- Current	04-Sep-18 A	30-Jun-32
SEPA/NEPA Final EIS Issued		03-May-24
Board Selects Project to be Built		20-Jun-24*
ROD		09-Jul-24
WSDOT ASL/TCAL Approval		09-Aug-24
JARPA		14-Oct-26
1st ST3 LRV Delivery to Site	05-Nov-29	
DB Contractor's Substantial Completion		19-Nov-29
OMF South - Open for Service Date		23-Jan-30
OMF South - Revenue Service (Target Jun 30, 2032)		30-Jun-32
Alternative Analysis - (Phase I)	04-Sep-18 A	27-Jun-19 A
Conceptual Engineering - (Phase II)	27-Jun-19 A	26-May-22 A
Preliminary Engineering - (Phase III)	02-Mar-22 A	30-Dec-24
OMFS Construction - Current	15-Jul-23 A	16-May-30
OMFS DB RFQ	15-Jul-23 A	16-Aug-24
OMFS DB RFP	19-Aug-24	06-Oct-25
Environmental	04-May-24	11-Jun-26
ROW	01-Dec-23	15-Jun-26
OMFS Baseline Construction	07-Oct-25	17-Dec-29
Design Build - OMFS Construction	07-Oct-25	17-Nov-29
Testing and Commissioning	08-May-29	03-Nov-29
Project Closeout	23-Jun-28	17-Dec-29
Other Works	15-Jul-23 A	16-May-30
OMFS - Post Construction - Current	08-Aug-28	30-Jun-32
Post Construction Project Milestones	16-Oct-28	23-Jan-30
Post Construction	08-Aug-28	30-Jun-32
System Integration Testing (SIT)	08-Aug-28	02-May-29
Transition to Operations	17-Oct-28	11-Apr-29
Safety and Security Certification	03-May-29	23-Jan-30
Facility Stand Up	16-Apr-29	03-Oct-29
Project Float	23-Jan-30	30-Jun-32
Open for Service	23-Jan-30	30-Jun-32
OMF South - Open for Service Date		23-Jan-30
OMF South - Open for Service Date w/Float - Target June 30 3032		30-Jun-32*



OMF South Critical Path Analysis

The critical path for OMF South is running through Preliminary Engineering Final Environmental Impact Statement effort and issuance of Request For Proposal (RFP) procurement of the design-build contractor.



Activity Name	Start	Finish
Operations and Maintenance Facility - South (OMFS)- Current	04-Sep-18 A	30-Jun-32
SEPA/NEPA Final EIS Issued		03-May-24
Board Selects Project to be Built		20-Jun-24*
ROD		09-Jul-24
WSDOT ASL/TCAL Approval		09-Aug-24
JARPA		14-Oct-26
1st ST3 LRV Delivery to Site	05-Nov-29	
DB Contractor's Substantial Completion		19-Nov-29
OMF South - Open for Service Date		23-Jan-30
OMF South - Revenue Service (Target Jun 30, 2032)		30-Jun-32
Alternative Analysis - (Phase I)	04-Sep-18 A	27-Jun-19 A
Conceptual Engineering - (Phase II)	27-Jun-19 A	26-May-22 A
Preliminary Engineering - (Phase III)	02-Mar-22 A	30-Dec-24
OMFS Construction - Current	15-Jul-23 A	16-May-30
OMFS DB RFQ	15-Jul-23 A	16-Aug-24
OMFS DB RFP	19-Aug-24	06-Oct-25
Environmental	04-May-24	11-Jun-26
ROW	01-Dec-23	15-Jun-26
OMFS Baseline Construction	07-Oct-25	17-Dec-29
Design Build - OMFS Construction	07-Oct-25	17-Nov-29
Testing and Commissioning	08-May-29	03-Nov-29
Project Closeout	23-Jun-28	17-Dec-29
Other Works	15-Jul-23 A	16-May-30
OMFS - Post Construction - Current	08-Aug-28	30-Jun-32
Post Construction Project Milestones	16-Oct-28	23-Jan-30
Post Construction	08-Aug-28	30-Jun-32
System Integration Testing (SIT)	08-Aug-28	02-May-29
Transition to Operations	17-Oct-28	11-Apr-29
Safety and Security Certification	03-May-29	23-Jan-30
Facility Stand Up	16-Apr-29	03-Oct-29
Project Float	23-Jan-30	30-Jun-32
Open for Service	23-Jan-30	30-Jun-32
OMF South - Open for Service Date		23-Jan-30
OMF South - Open for Service Date w/Float - Target June 30 3032		30-Jun-32*

Community Engagement

- Provided a briefing to a property owner in Federal Way.
- Hosted a public meeting for the NEPA Draft EIS/Supplemental SEPA Draft EIS at the Federal Way Performing Arts and Events Center.
- Hosted drop-in meetings for a residential community in Federal Way.
- Provided a briefing to a property owner in Federal Way.

Right of Way

The Right of Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions may result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Tacoma Dome Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
0	0	0	0	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project had planned 130.5 average FTEs per month for the year 2023. To date, both ST and consultant actual staffing levels have recorded an underrun variance to the Planned Monthly FTE average. Since the decision to add the test track and refined site layout to the environmental review, the OMF South effort is ramping up and expecting the growth to be steady. Since Board approved new alignment of TDLE project HDR burn rate started increasing gradually.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.5	22.7	7.8
Consultants	100.0	54.7	45.3
TOTAL	130.5	77.4	53.1

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Link Light Rail
West Seattle Link Extension

Project Summary

Scope

The West Seattle Link Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood with 4 new stations and a bridge across the Duwamish Waterway.

Alignment alternatives on the south and north side of the West Seattle Bridge and tunnel and elevated guideway and station alternatives in West Seattle Junction are under environmental review.

Phase

Planning

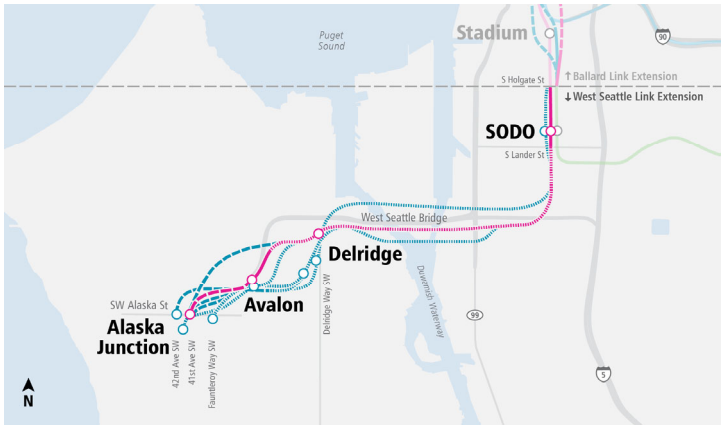
Budget

$225.0M through completion of Preliminary Engineering

Schedule

Forecasted In-Service Date: 2032

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Continued Phase 3 project development activities to prepare the Final EIS and conduct Preliminary Engineering.
- Conducted in-person Station Planning forums in October and November for the West Seattle Link Extension.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Project Cost Summary

The West Seattle Link Extension is a voter-approved project under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $24M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$14.5	$6.5	$6.3	$14.5	$0.0
Preliminary Engineering	$84.2	$64.6	$37.1	$84.2	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$1.6	$0.0	$0.0	$1.6	$0.0
3rd Party Agreements	$2.7	$1.1	$1.2	$2.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$122.1	$2.9	$1.8	$122.1	$0.0
Total	**$225.0**	**$75.0**	**$46.3**	**$225.0**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$121.8	$2.9	$1.8	$121.8	$0.0
80 Professional Services	$96.7	$72.2	$44.5	$96.7	$0.0
90 Unallocated Contingency	$6.5	$0.0	$0.0	$6.5	$0.0
Total (10 - 90)	**$225.0**	**$75.0**	**$46.3**	**$225.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

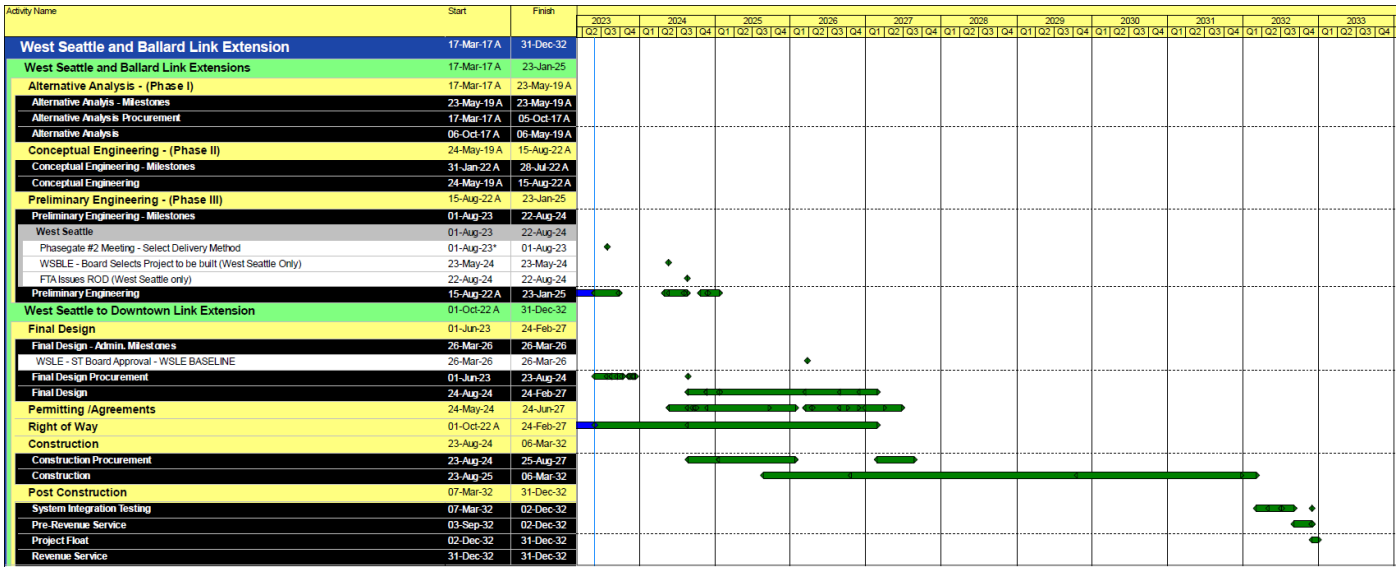
Risk Management

The following are the top project-wide risks:

- Project costs may increase more than the projected escalation and inflation rates as a result of general construction cost and real estate cost increases in the region.
- Additional cost elements of preferred alternative in West Seattle Junction and Delridge segments dependent on third party funding.
- Potential additional environmental process delays, including completion of Section 106 consultation required for NEPA ROD, may further impact the schedule for completion of environmental documentation and design.
- Potential discovery of cultural resources before or during construction could require additional coordination, design, and mitigation.
- Potential that unforeseen design and/or construction challenges due to limited understanding of utilities, ground conditions and building conditions could emerge as work progresses, causing additional cost and delay.
- Potential cost and schedule risks associated with complexity of real estate acquisition processes.
- Potential risk in processing multiple reviews/approvals with permitting authorities in a timely manner due to complex, lengthy processes and resource limitations.
- Potential permitting challenges and other necessary coordination/approvals associated with Duwamish Waterway crossing, cultural resources, and/or natural resources could delay the project and add cost.
- Potential that project delivery, contract packaging and/or construction procurement decisions and processes could be delayed/modified and/or market conditions could limit number of potential bidders.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2032. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of delay associated with an extended public comment period, the Board identified a Preferred Alternative for the West Seattle Extension in July 2022 (and subsequently approved Phase 3 Preliminary Engineering NTP). The Board also directed further studies in a number of areas. The delay in identification of the Preferred Alternative and the associated Board requested further studies necessitated adjustments to the environmental process and schedule. Potential additional environmental process delays may further impact the Select Project to be Built milestone (which could potentially move to late 2024) as well as subsequent milestones including the revenue service date.



Activity Name	Start	Finish
West Seattle and Ballard Link Extension	17-Mar-17 A	31-Dec-32
West Seattle and Ballard Link Extensions	17-Mar-17 A	23-Jan-25
Alternative Analysis - (Phase I)	17-Mar-17 A	23-May-19 A
Alternative Analysis - Milestones	23-May-19 A	23-May-19 A
Alternative Analysis Procurement	17-Mar-17 A	05-Oct-17 A
Alternative Analysis	06-Oct-17 A	06-May-19 A
Conceptual Engineering - (Phase II)	24-May-19 A	15-Aug-22 A
Conceptual Engineering - Milestones	31-Jan-22 A	28-Jul-22 A
Conceptual Engineering	24-May-19 A	15-Aug-22 A
Preliminary Engineering - (Phase III)	15-Aug-22 A	23-Jan-25
Preliminary Engineering - Milestones	01-Aug-23	22-Aug-24
West Seattle	01-Aug-23	22-Aug-24
Phasegate #2 Meeting - Select Delivery Method	01-Aug-23*	01-Aug-23
WSBLE - Board Selects Project to be built (West Seattle Only)	23-May-24	23-May-24
FTA Issues ROD (West Seattle only)	22-Aug-24	22-Aug-24
Preliminary Engineering	15-Aug-22 A	23-Jan-25
West Seattle to Downtown Link Extension	01-Oct-22 A	31-Dec-32
Final Design	01-Jun-23	24-Feb-27
Final Design - Admin. Milestones	26-Mar-26	26-Mar-26
WSLE - ST Board Approval - WSLE BASELINE	26-Mar-26	26-Mar-26
Final Design Procurement	01-Jun-23	23-Aug-24
Final Design	24-Aug-24	24-Feb-27
Permitting /Agreements	24-May-24	24-Jun-27
Right of Way	01-Oct-22 A	24-Feb-27
Construction	23-Aug-24	06-Mar-32
Construction Procurement	23-Aug-24	25-Aug-27
Construction	23-Aug-25	06-Mar-32
Post Construction	07-Mar-32	31-Dec-32
System Integration Testing	07-Mar-32	02-Dec-32
Pre-Revenue Service	03-Sep-32	02-Dec-32
Project Float	02-Dec-32	31-Dec-32
Revenue Service	31-Dec-32	31-Dec-32

Community Engagement

- Engaged with 11 property owners/business owners and facilitated 10 community briefings.
- Conducted two in-person Station Planning forums for WSLE – one in West Seattle on Oct 25 and one in SODO on Nov 29. Additionally, hosted two in-language focus groups to gather feedback from Vietnamese and Somali communities.
- Organized three tabling events in West Seattle and White Center.
- Reached out to nearby property owners and tenants to communicate about ongoing fieldwork activities across the project corridor.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—December actuals. Staffing variance reflects increased coordination with partner agencies and community engagement.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	17.8	(4.9)
Consultants	38.7	31.0	7.7
TOTAL	51.6	48.8	2.8

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2023-110	Executed a contract modification with HNTB Co.to prepare a feasibility assessment under the contract for project development services for the WSLE-BLE, in the amount of $776,247, with a 10% contingency of $74,801 totaling $851,048, for a new total authorized contract amount not to exceed $319,693,752, contingent upon approval of Motion M2023-109 and Resolution R2023-40.	12/14/2023
M2023-111	Execute a contract with WSP USA, Inc., a JV Member, Mott MacDonald LLC, a JV Member, and Connect Seattle Partners JV for Program Management Support Services for the WSLE and BLE in the amount of $37,945,116, with a 10 percent contingency of $3,794,512, for a total authorized contract amount not to exceed $41,739,628, contingent upon approval of Resolution R2023-40.	12/14/2023

Progress Report
Regional Express & Stride Program









ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

December | 2023

Prepared by Project Controls I Portfolio Services Office

Regional Express & Stride Program Overview



Bus Base North: This project establishes the operations and maintenance facility necessary to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, Business Access Transit (BAT) lanes, and bus-only lanes. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

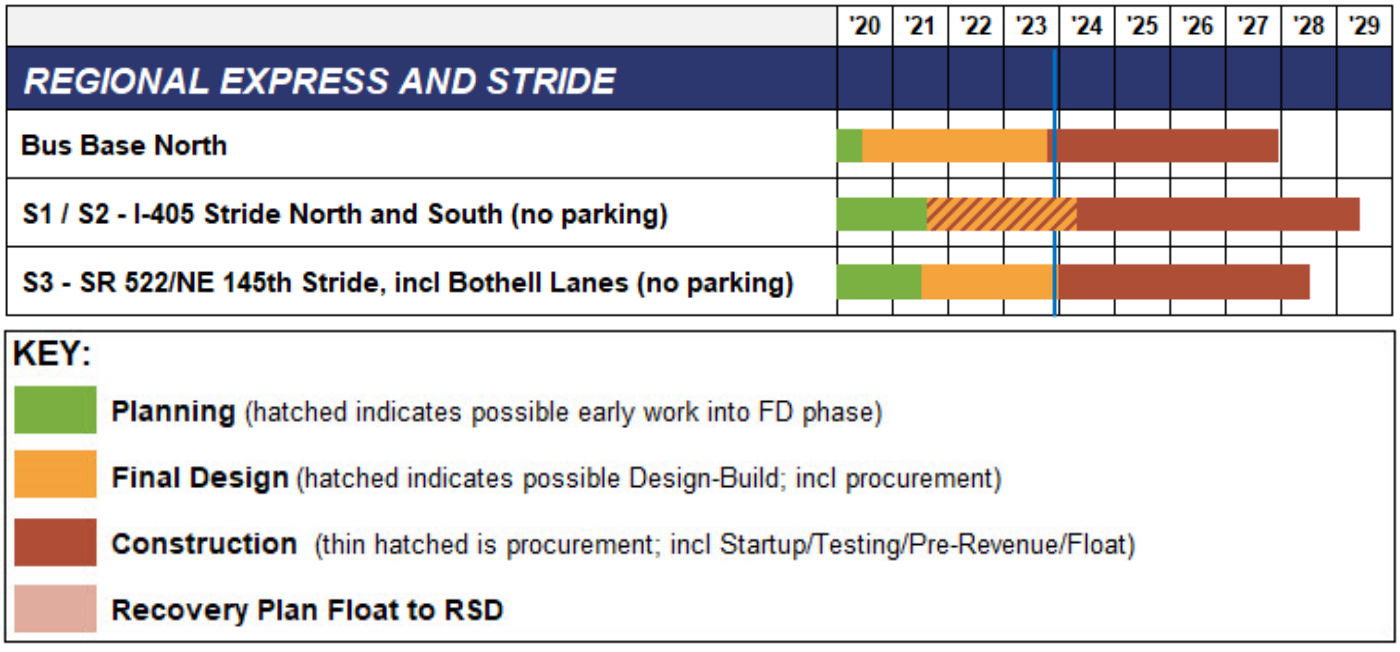
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Bus Base North	$499.5	$68.8	$60.3	$499.5	$0.0
I-405 Bus Rapid Transit	$1,269.0	$819.7	$230.7	$1,269.0	$0.0
SR 522/NE 145th St Bus Rapid Transit	$581.5	$149.3	$97.4	$581.5	$0.0
Total	**$2,350.0**	**$1,037.9**	**$388.5**	**$2,350.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active projects for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Forecasted In-Service (Affordable *) Year	Current Progress RSD Update (Year)
Central Corridor			
RapidRide C/D Investments (remaining)	2024	2045	2045
East Corridor			
I-405 Stride - Kingsgate parking	2024	2035	2035
I-405 Stride - parking (all but Kingsgate)	2024	2034	2034
I-405 Stride North - NE 85th Station	2024	2026	2029
I-405 Stride North (no parking) – all elements except NE 85th Station	2024	2027	2029
I-405 Stride South (no parking)	2024	2026	2029
North Sammamish Park-and-Ride	2024	2045	2045
SR 522/NE 145th Stride - Lake Forest Park parking	2024	2044	2044
SR 522/NE 145th Stride - parking (all but Lake Forrest Park)	2024	2034	2034
SR 522/NE 145th Stride (no parking)	2024	2026	2028
South Corridor			
SR 162 Bus Investments	2024	2045	2045
Systemwide			
Bus Base North	2024	2025	2027
Bus on Shoulder - Snohomish & Pierce improvements	2024	2045	2045
Bus on Shoulder - South King improvements	2024	Suspended	-
ST2 Bus Base	2026	2045	2045

** The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.*

Regional Express & Stride Bus Base North

Project Summary

Scope The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Phase Final Design

Budget $499.5 Million (Baselined July 2023)

Schedule Baselined Revenue Service Date: December 2027



Map of Project Alignment

Key Project Activities

- 100% design underway, anticipated for Q1 2024. Constructability review completed on 90% design set. ST reviewing suggestions.
- Ongoing coordination with City of Bothell to resolve issues with its newly adopted Transfer of Development Rights code.
- BT014 GCCM Contractor, Hoffman Construction has selected Valley Electric as Electrical Contractor-Construction Manager (ECCM) and Dimensional Innovations as Specialty Contractor-Construction Manager (SCCM) Shelter Fabricator. Pre-construction services underway with Hoffman developing and coordinating schedules, workshops, and other activities.
- Canyon Park Business Center Owners Association (CPBCOA) has approved needed changes to the Codes, Covenants, and Restrictions (CC&R).
- Continued coordination of BT014 schedule with other civil contracts that are delivering platforms for the BRT program.
- Fleet purchase orders for buses have been finalized and executed. Anticipating both Contract Service Provider RFP advertisement and Bus Operating Technology System vendor award to occur in Q1 2024.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period the total net expenditure was $1.4M; cost attributed $0.2M in GEC construction and program management, $0.2M for Sound Transit staff, $0.8M in GEC Final Design, and $0.2M in ROW and other small expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$41.9	$9.5	$8.6	$41.9	$0.0
Preliminary Engineering	$2.0	$1.6	$1.6	$2.0	$0.0
Final Design	$29.8	$20.9	$14.2	$29.8	$0.0
3rd Party Agreements	$7.1	$0.1	$0.1	$7.1	$0.0
Right-of-Way (ROW)	$44.8	$36.2	$35.8	$44.8	$0.0
Construction	$354.3	$0.0	$0.0	$354.3	$0.0
Construction Services	$19.5	$0.3	$0.0	$19.5	$0.0
Total	**$499.5**	**$68.8**	**$60.3**	**$499.5**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

Bus Base North project budget was baselined in July 2023 with a total contingency of $142.2M. The current total project contingency balance of $142.3M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

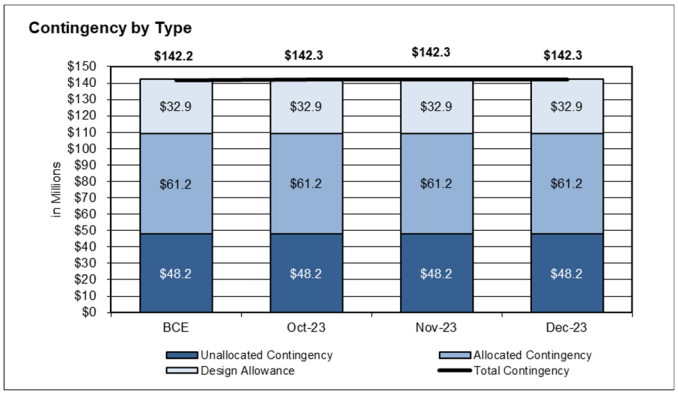
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the UAC reflects no change.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

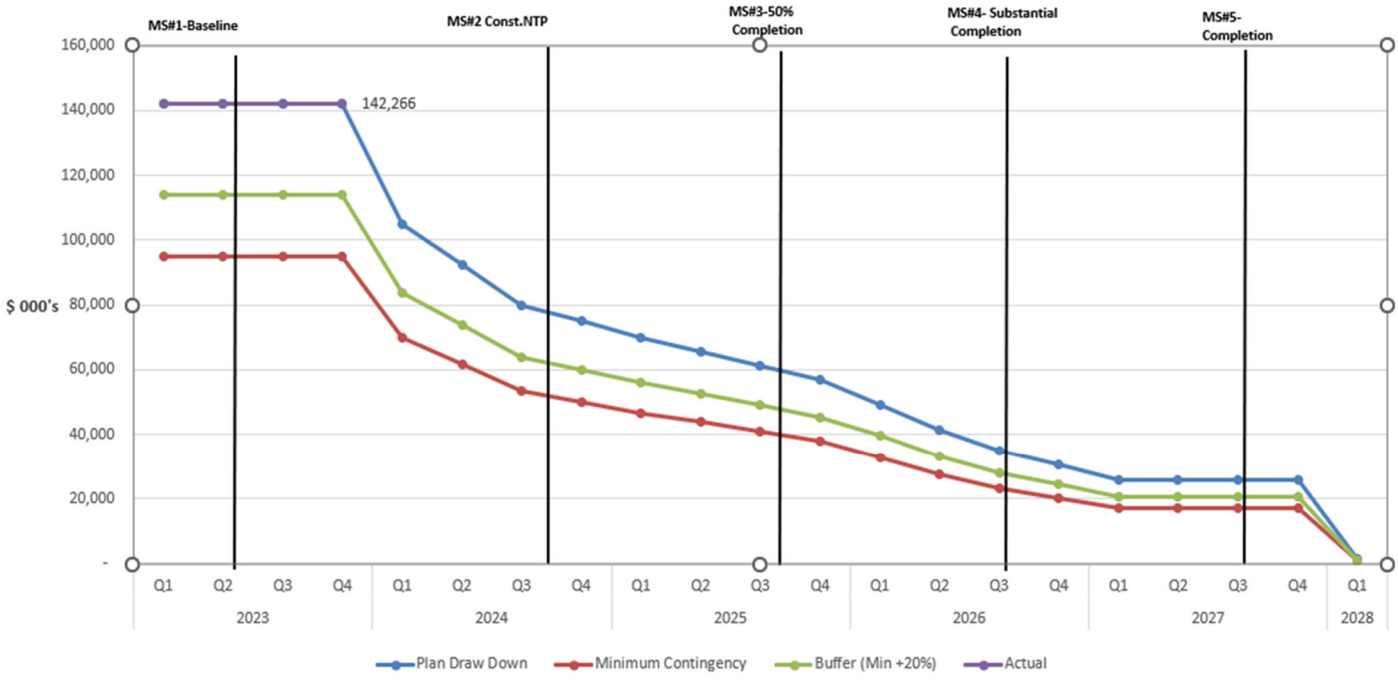
Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allow ance	$32.9	6.6%	$32.9	7.5%
Allocated Contingency	$61.2	12.3%	$61.2	13.9%
Unallocated Contingency	$48.2	9.6%	$48.2	11.0%
Total:	**$142.2**	**28.5%**	**$142.3**	**32.4%**

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are the top risks for the project:

- Cost pressure due to higher inflation, higher construction costs, site and permit conditions.
- Concerns regarding potential for redesign of Parking Deck Ventilation after submission needs to be coordinated with City of Bothell.
- Potential for long lead times on equipment (especially for Battery Electric Bus) could cause construction delays. Team is examining options to purchase switchgear equipment early to ensure two BEB charging sites are available for vehicle testing by Q3 2025.
- Construction of 20th Ave SE Road improvements need to be coordinated with CPBCOA.
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.
- Delays in the platform handover by other civil construction contracts to BT014 (Stations) would cause their construction schedules to be delayed. The team needs to maintain and encourage a close coordination with all civil construction contracts.
- Working with KCM to consider passenger experience betterments at Bellevue TC without impact to schedule and budget.

Closely Monitored Issues

- Timely resolution of issues related to the City of Bothell's newly adopted Transfer of Development Rights code.
- Working with the City of Bothell to complete and approve the Conditional Use Permitting process.
- Construction cost escalation in the region.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

This month's focus included, but not limited to the following:

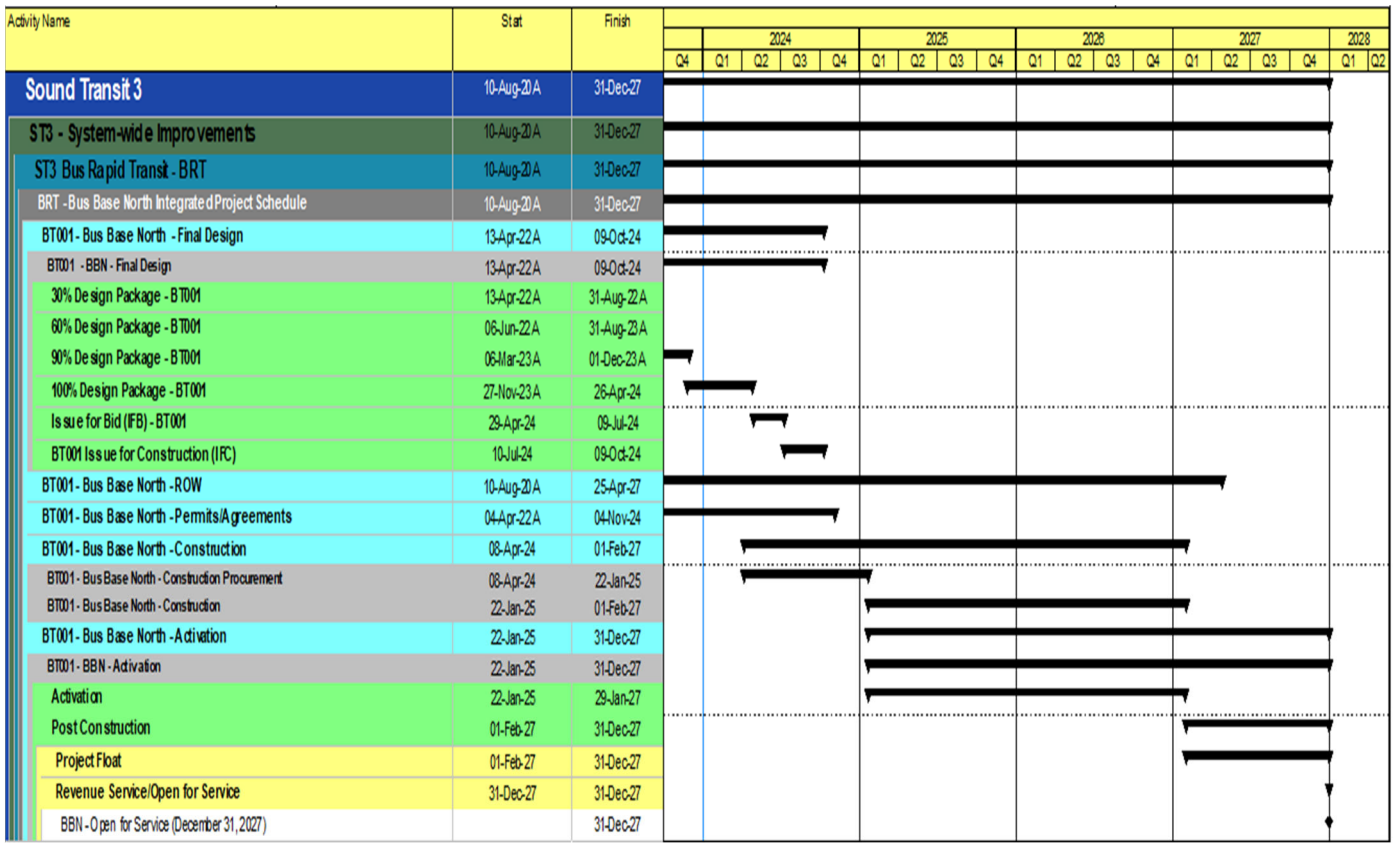
- No new updates.

Project Schedule

The Bus Base North (BBN) current schedule progress for December 2023 for BT001 is shown below. The BBN project completed the 90% Structural Design Drawing Package and started on the 100% Design Drawing Package.

Next upcoming Schedule Milestone is Milestone #2 - Construction NTP, scheduled in Q1 2025.

Current Progress Revenue Service Update is Q4 of 2027.

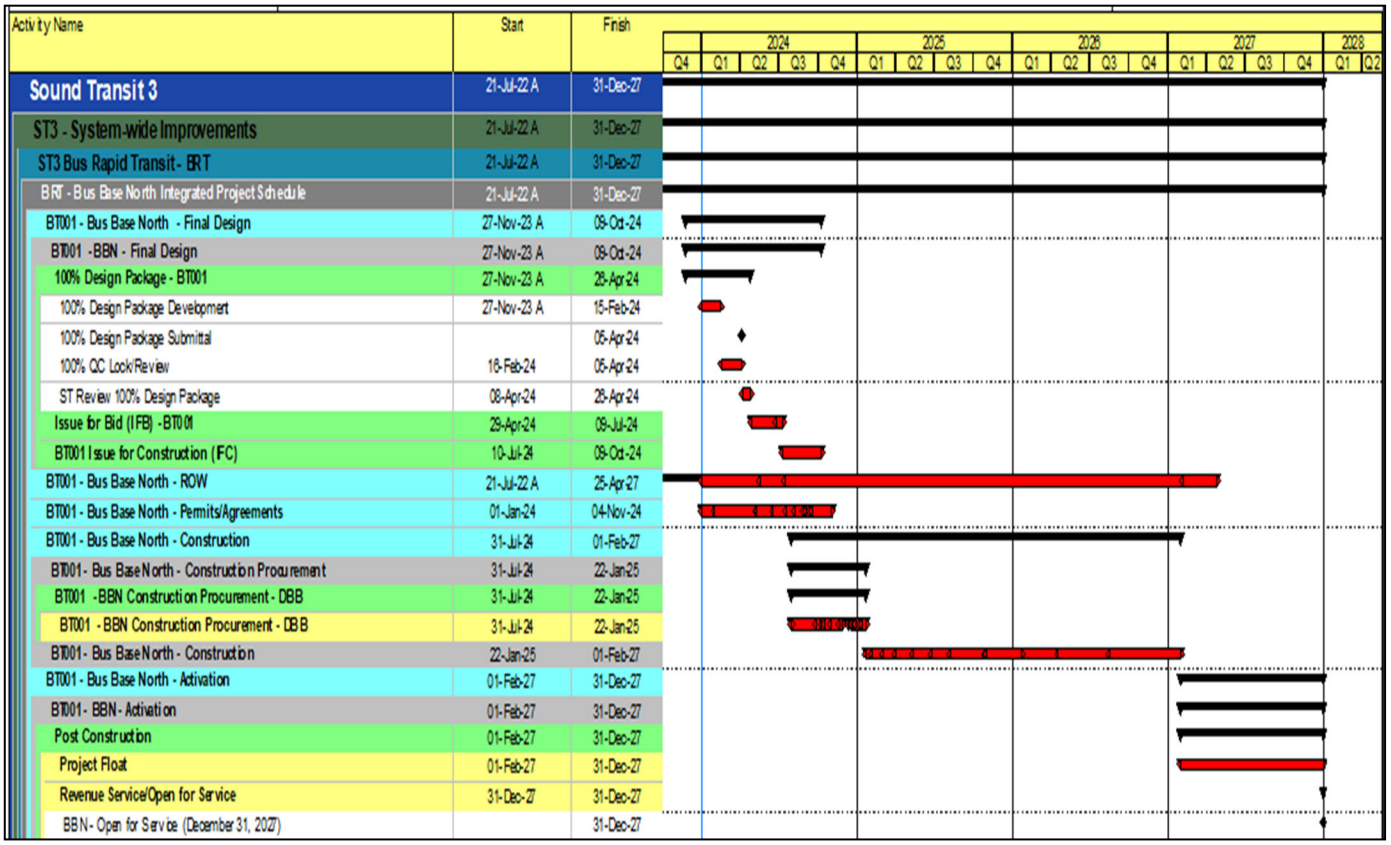


Activity Name	Start	Finish
Sound Transit 3	10-Aug-20 A	31-Dec-27
ST3 - System-wide Improvements	10-Aug-20 A	31-Dec-27
ST3 Bus Rapid Transit - BRT	10-Aug-20 A	31-Dec-27
BRT - Bus Base North Integrated Project Schedule	10-Aug-20 A	31-Dec-27
BT001 - Bus Base North - Final Design	13-Apr-22 A	09-Oct-24
BT001 - BBN - Final Design	13-Apr-22 A	09-Oct-24
30% Design Package - BT001	13-Apr-22 A	31-Aug-22 A
60% Design Package - BT001	06-Jun-22 A	31-Aug-23 A
90% Design Package - BT001	06-Mar-23 A	01-Dec-23 A
100% Design Package - BT001	27-Nov-23 A	26-Apr-24
Issue for Bid (IFB) - BT001	29-Apr-24	09-Jul-24
BT001 Issue for Construction (IFC)	10-Jul-24	09-Oct-24
BT001 - Bus Base North - ROW	10-Aug-20 A	25-Apr-27
BT001 - Bus Base North - Permits/Agreements	04-Apr-22 A	04-Nov-24
BT001 - Bus Base North - Construction	08-Apr-24	01-Feb-27
BT001 - Bus Base North - Construction Procurement	08-Apr-24	22-Jan-25
BT001 - Bus Base North - Construction	22-Jan-25	01-Feb-27
BT001 - Bus Base North - Activation	22-Jan-25	31-Dec-27
BT001 - BBN - Activation	22-Jan-25	31-Dec-27
Activation	22-Jan-25	29-Jan-27
Post Construction	01-Feb-27	31-Dec-27
Project Float	01-Feb-27	31-Dec-27
Revenue Service/Open for Service	31-Dec-27	31-Dec-27
BBN - Open for Service (December 31, 2027)		31-Dec-27

Critical Path Analysis

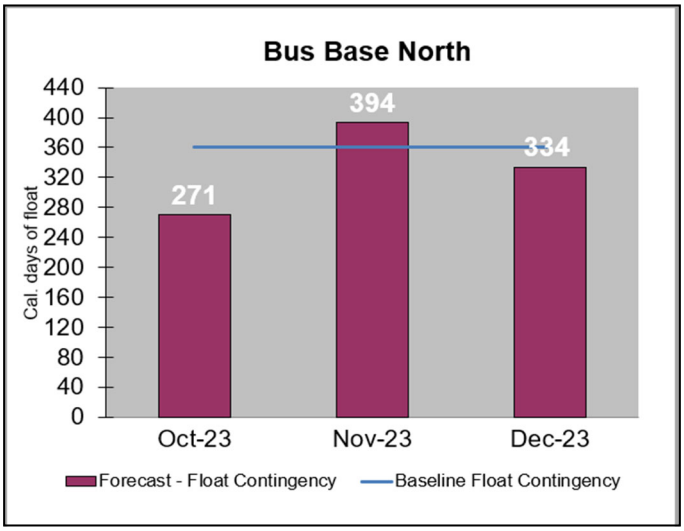
The current critical path for BBN is through the Final Design by the GEC, then construction procurement, following by civil construction and finishes and then systems integration and testing.

Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants (CC&Rs) that prohibit Sound Transit's proposed use for the property, developing project requirements, and permitting/agreements.



Project Float

Bus Base North was baselined with 360 days of float from the target Open for Service December 31, 2027. Last month, the schedule dependencies were adjusted, resulting in increased float. This period, the design schedule has been extended by a month to address the 90% design review comments. The date for the conditional use permit has also been delayed by a month. Consequently, the December 2023 schedule update shows a reduction in project float from 394 days to 334 days, which is 26 days below the plan. The team is currently reviewing comments from the recent constructability review report. Some of these comments pertain to the schedule and could potentially lead to changes in schedule duration and/or float in the future.



Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
6	6	5	1	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing actual staffing is about the same as the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants support the project completes the design and moves toward construction in 2024.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	6.5	1.2
Consultants	43.0	43.2	(0.2)
TOTAL	50.7	49.7	1.0

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Actions this period.	

Regional Express & Stride
I-405 Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.

Limits — Approximately 37 miles between Lynnwood and Burien

Alignment — I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes.

Stations — Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center

Phase — Final Design

Budget — $1.269 Billion (Baselined July 2023)

Schedule — Baselined Revenue Service Date:
S1: September 2028 (incl. float)
S2: June 2029 (incl. float)



Map of Project Alignment

Key Project Activities

- Project team assessing the path forward for Tukwilla International Boulevard Station (TIBS project), considering new data that can trigger high cost fish barrier removal.
- Project team is finalizing a term sheet with private developer for access modifications/betterment to Stride TIBS station.
- SRTC Conditional Use Permit application and 90% design submittal anticipated in Q1 2024.
- Continue working with City of Bellevue staff to finalize location of Bus layover and charging facilities close to Bellevue Transit Center. Anticipating city approval of layover charging facilities locations in the coming months.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $12.8M total; cost attributed to $10.5M for construction of NE 44th, NE 85th and Brickyard projects, $1.0M for final design and program management by the GEC, $0.4M for TIBS PE, $0.3M in Sound Transit staff costs, $0.5M for ROW, and $0.4M in other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$52.2	$22.0	$20.5	$52.2	$0.0
Preliminary Engineering	$43.5	$42.4	$40.5	$43.5	$0.0
Final Design	$26.1	$13.5	$9.8	$26.1	$0.0
Third Party Agreements	$5.8	$1.6	$1.0	$5.8	$0.0
Right-of-Way (ROW)	$53.5	$33.8	$29.8	$53.5	$0.0
Construction	$963.6	$626.9	$128.0	$963.6	$0.0
Construction Services	$30.2	$2.5	$1.0	$30.2	$0.0
Vehicles	$94.1	$77.1	$0	$94.1	$0.0
Total	**$1,269.0**	**$819.7**	**$230.7**	**$1,269.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

I-405 was baselined in July 2023 with a total contingency of $224.4M. The current total project contingency balance of $216.0M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

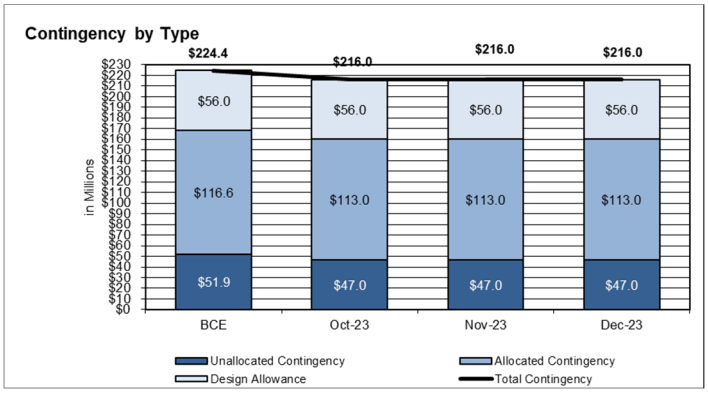
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC reflects no change.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

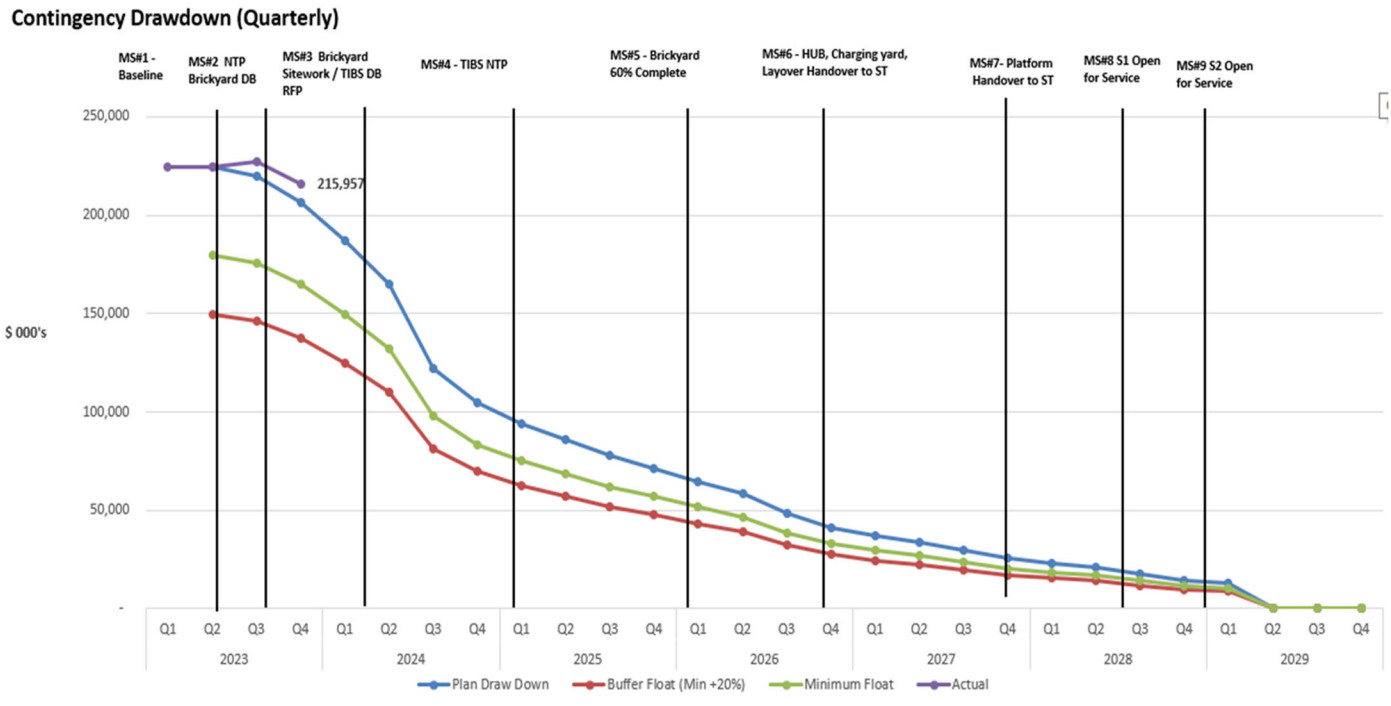
Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$56.0	4.4%	$56.0	5.4%
Allocated Contingency	$116.6	9.2%	$113.0	10.9%
Unallocated Contingency	$51.9	4.1%	$47.0	4.5%
Total:	**$224.4**	**17.7%**	**$216.0**	**20.8%**

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- Working with City of Renton to progress CUP application for South Renton Transit Center and requests for design modifications.
- The bus layover location decision in Bellevue continues to be delayed pending decision from the city. This could delay Bellevue TC/underground utilities design work, extend ROW acquisition timeframe and impact overall project schedule.
- Uncertainties related to TIBS. The project team is assessing the path forward for the Tukwila Int'l Blvd. Station (TIBS) project, considering new data that would potentially lead to costly fish barrier removals.

Closely Monitored Issues

- Determining and decide on the next steps for TIBS project, in light of new information.
- Timely selection and decision for the bus layover and charging location near the Transit Center in the City of Bellevue.
- Construction cost inflation and market condition.
- Working with King County Metro to secure the funding for SRTC betterment and finalize the funding agreement.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period, the project team performed the following:

- Received one comment from the public.
- Coordinated with WSDOT around 85th and Brickyard projects.

Project Schedule

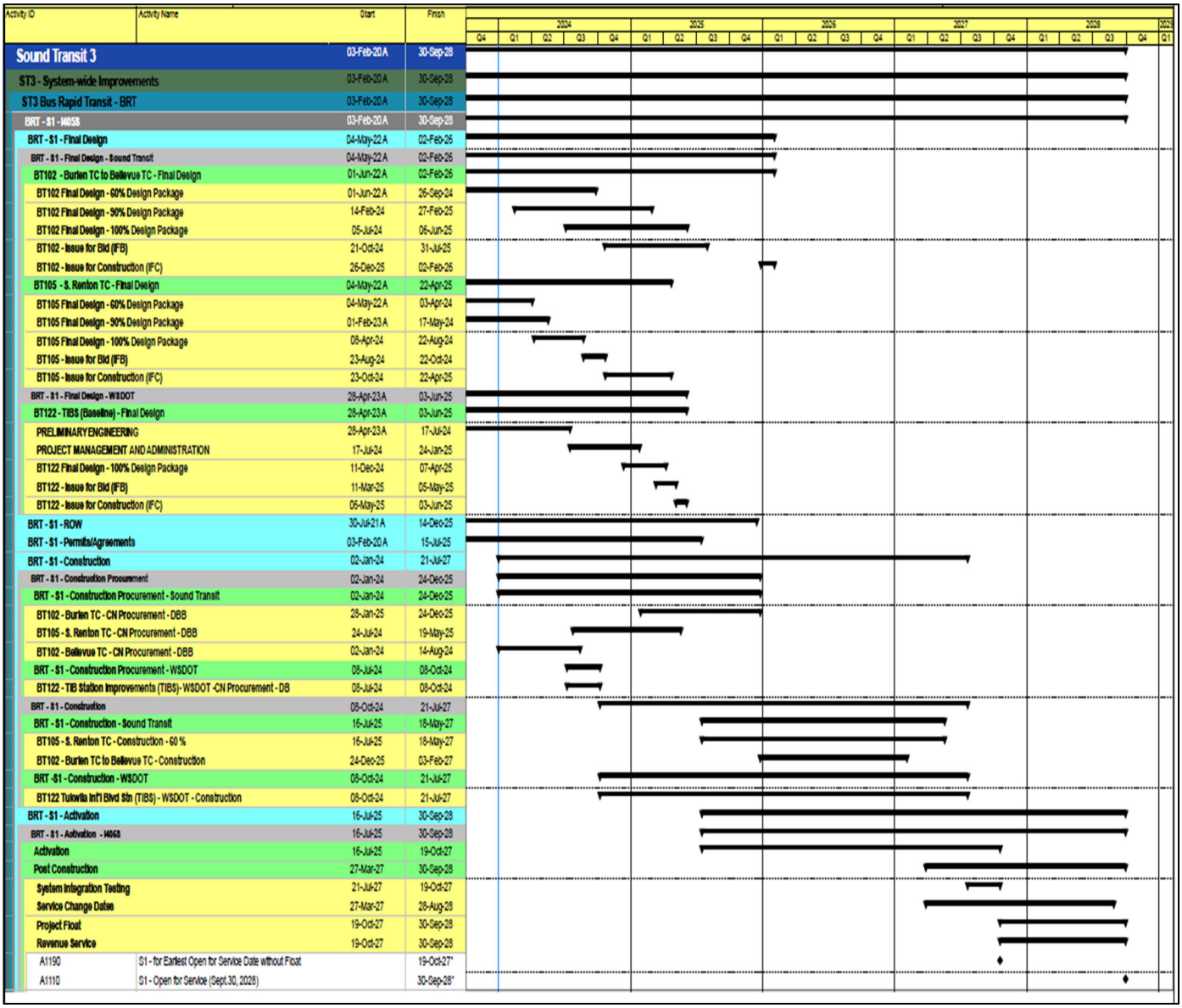
S1: I-405 S

The Integrated Project Schedule presented below. The process to establish the weighted percent complete of all the Service Line construction contracts is in development as there are some projects that are being managed by WSDOT.

Sound Transit is managing BT102 Burien TC to Bellevue TC and BT105 S. Renton Transit Center.

- BT102 Burien TC to Bellevue TC is currently in the 60% Final Design phase and scheduled to be complete in Q3 2024.
- BT105 S. Renton Transit Center is currently in the 60% Final Design phase and scheduled to be complete in Q2 2024.
- BT122 TIBS project is being managed by WSDOT.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.



Project Schedule continued

S2: I-405 N

The Integrated Project Schedule presented below. The process to establish the weighted percent complete of all the Service Line construction contracts is in development as there are some projects that are being managed by WSDOT.

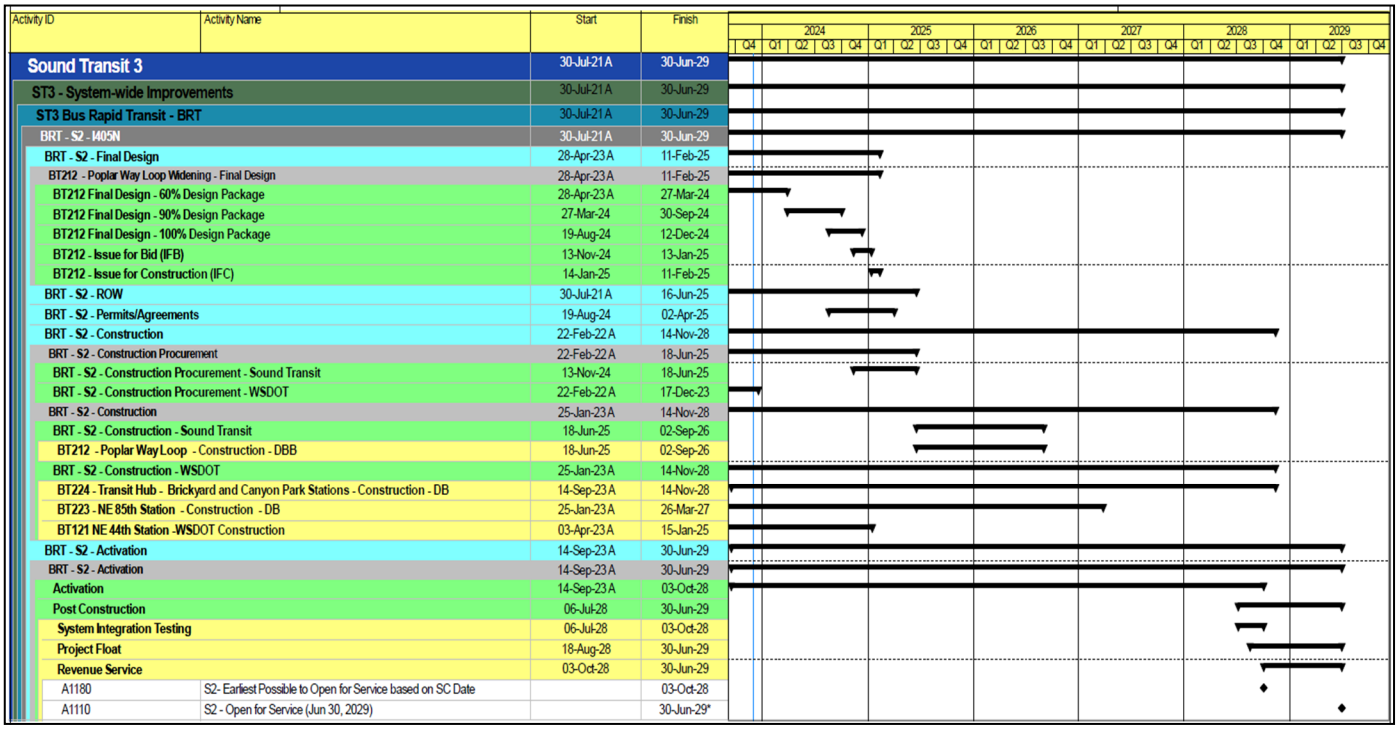
WSDOT is managing BT224 Transit Hub—Brickyard and Canyon Park Station and BT223 NE 85th Station.

- BT224 Transit Hub—Brickyard and Canyon Park Station is forecasted to start design and construction in Q4 2023.
- BT223 NE 85th Station began Phase 1 work (installation of temporary connections) and forecasted to be in Phase 2 Q4 2023.

Sound Transit is managing BT212 Poplar Way Loop Widening.

- BT212 Poplar Way Loop Widening is currently in the 60% Final Design and forecasted to be completed Q1 2024.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.

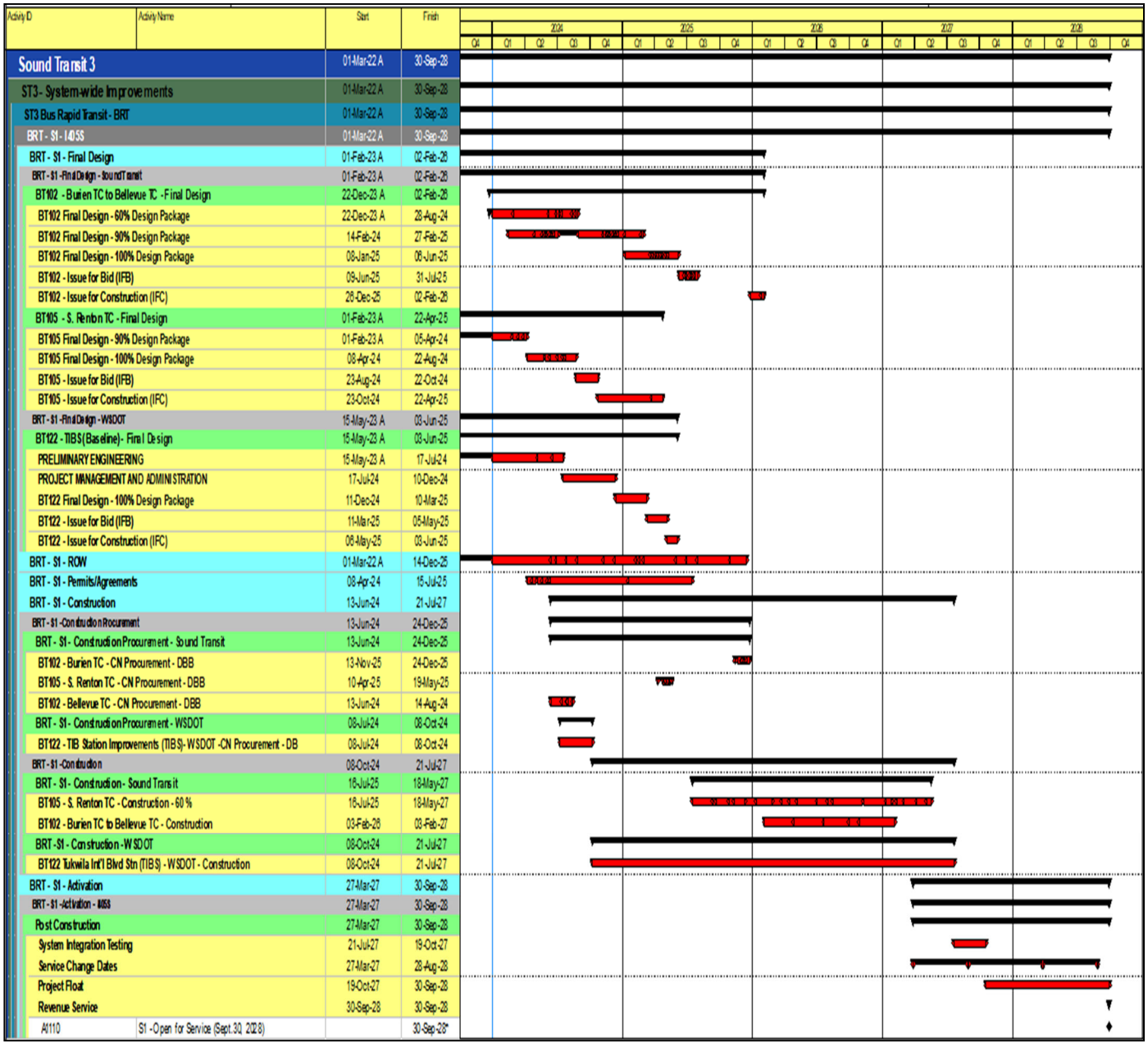


Activity ID	Activity Name	Start	Finish
Sound Transit 3		30-Jul-21 A	30-Jun-29
ST3 - System-wide Improvements		30-Jul-21 A	30-Jun-29
ST3 Bus Rapid Transit - BRT		30-Jul-21 A	30-Jun-29
BRT - S2 - I405N		30-Jul-21 A	30-Jun-29
BRT - S2 - Final Design		28-Apr-23 A	11-Feb-25
BT212 - Poplar Way Loop Widening - Final Design		28-Apr-23 A	11-Feb-25
BT212 Final Design - 60% Design Package		28-Apr-23 A	27-Mar-24
BT212 Final Design - 90% Design Package		27-Mar-24	30-Sep-24
BT212 Final Design - 100% Design Package		19-Aug-24	12-Dec-24
BT212 - Issue for Bid (IFB)		13-Nov-24	13-Jan-25
BT212 - Issue for Construction (IFC)		14-Jan-25	11-Feb-25
BRT - S2 - ROW		30-Jul-21 A	16-Jun-25
BRT - S2 - Permits/Agreements		19-Aug-24	02-Apr-25
BRT - S2 - Construction		22-Feb-22 A	14-Nov-28
BRT - S2 - Construction Procurement		22-Feb-22 A	18-Jun-25
BRT - S2 - Construction Procurement - Sound Transit		13-Nov-24	18-Jun-25
BRT - S2 - Construction Procurement - WSDOT		22-Feb-22 A	17-Dec-23
BRT - S2 - Construction		25-Jan-23 A	14-Nov-28
BRT - S2 - Construction - Sound Transit		18-Jun-25	02-Sep-26
BT212 - Poplar Way Loop - Construction - DBB		18-Jun-25	02-Sep-26
BRT - S2 - Construction - WSDOT		25-Jan-23 A	14-Nov-28
BT224 - Transit Hub - Brickyard and Canyon Park Stations - Construction - DB		14-Sep-23 A	14-Nov-28
BT223 - NE 85th Station - Construction - DB		25-Jan-23 A	26-Mar-27
BT121 NE 44th Station -WSDOT Construction		03-Apr-23 A	15-Jan-25
BRT - S2 - Activation		14-Sep-23 A	30-Jun-29
BRT - S2 - Activation		14-Sep-23 A	30-Jun-29
Activation		14-Sep-23 A	03-Oct-28
Post Construction		06-Jul-28	30-Jun-29
System Integration Testing		06-Jul-28	03-Oct-28
Project Float		18-Aug-28	30-Jun-29
Revenue Service		03-Oct-28	30-Jun-29
A1180	S2- Earliest Possible to Open for Service based on SC Date		03-Oct-28
A1110	S2 - Open for Service (Jun 30, 2029)		30-Jun-29*

Critical Path Analysis

S1: I-405 S

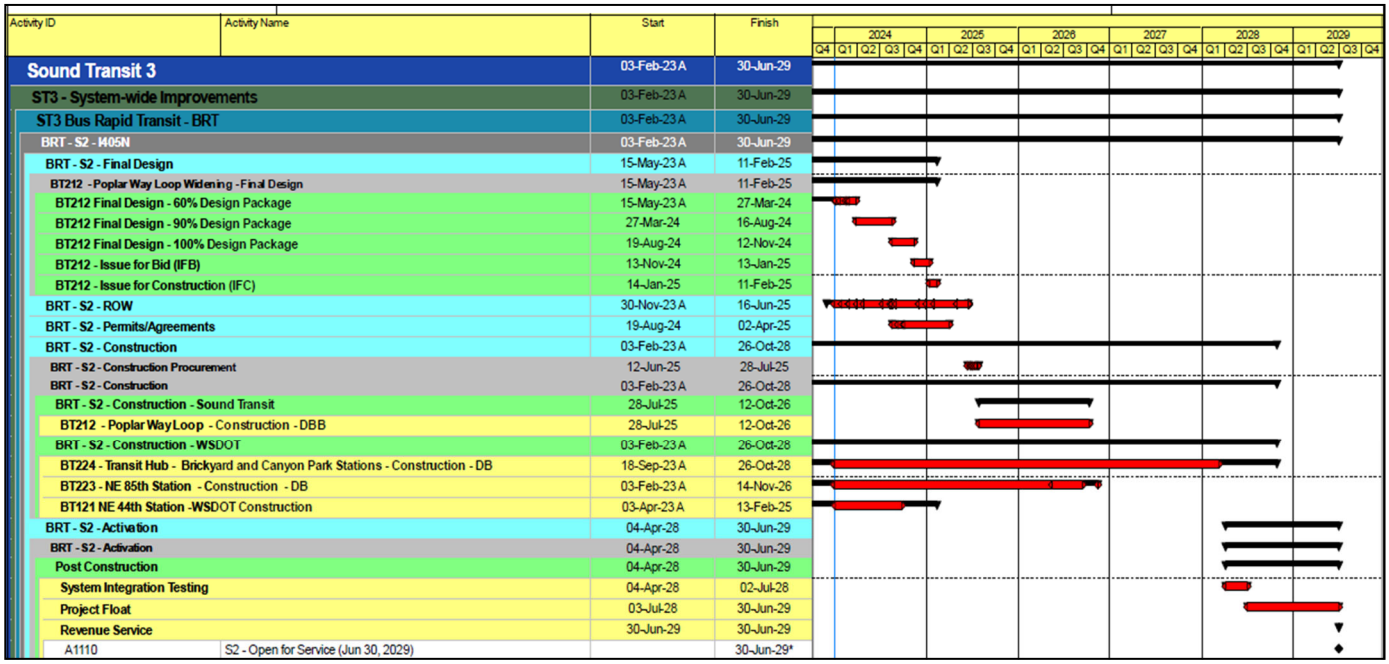
The current critical path for the I-405 BRT project is through BT122 TIBS (WSDOT) project, commissioning and testing, and project float contingency to service line activation.



Critical Path Analysis continued

S2: I-405 N

The current critical path for S2 project is WSDOT BT224 Transit Hub—Brickyard and Canyon Park Stations Installation of Charging Yard and Platform Handovers to begin S2 System Integration and Testing.



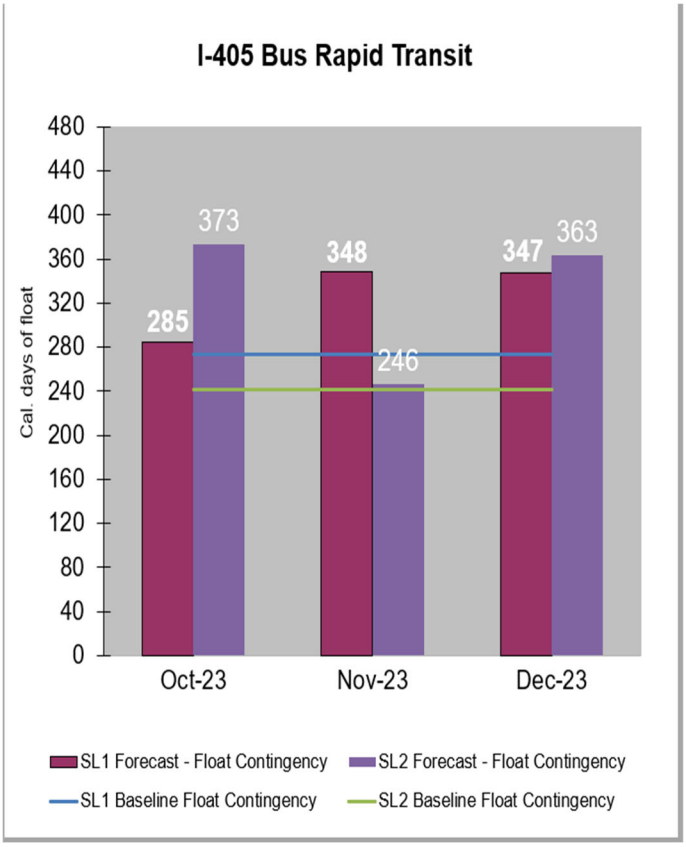
Activity ID	Activity Name	Start	Finish
Sound Transit 3		03-Feb-23 A	30-Jun-29
ST3 - System-wide Improvements		03-Feb-23 A	30-Jun-29
ST3 Bus Rapid Transit - BRT		03-Feb-23 A	30-Jun-29
BRT - S2 - I405N		03-Feb-23 A	30-Jun-29
BRT - S2 - Final Design		15-May-23 A	11-Feb-25
BT212 - Poplar Way Loop Widening - Final Design		15-May-23 A	11-Feb-25
BT212 Final Design - 60% Design Package		15-May-23 A	27-Mar-24
BT212 Final Design - 90% Design Package		27-Mar-24	16-Aug-24
BT212 Final Design - 100% Design Package		19-Aug-24	12-Nov-24
BT212 - Issue for Bid (IFB)		13-Nov-24	13-Jan-25
BT212 - Issue for Construction (IFC)		14-Jan-25	11-Feb-25
BRT - S2 - ROW		30-Nov-23 A	16-Jun-25
BRT - S2 - Permits/Agreements		19-Aug-24	02-Apr-25
BRT - S2 - Construction		03-Feb-23 A	26-Oct-28
BRT - S2 - Construction Procurement		12-Jun-25	28-Jul-25
BRT - S2 - Construction		03-Feb-23 A	26-Oct-28
BRT - S2 - Construction - Sound Transit		28-Jul-25	12-Oct-26
BT212 - Poplar Way Loop - Construction - DBB		28-Jul-25	12-Oct-26
BRT - S2 - Construction - WSDOT		03-Feb-23 A	26-Oct-28
BT224 - Transit Hub - Brickyard and Canyon Park Stations - Construction - DB		18-Sep-23 A	26-Oct-28
BT223 - NE 85th Station - Construction - DB		03-Feb-23 A	14-Nov-26
BT121 NE 44th Station -WSDOT Construction		03-Apr-23 A	13-Feb-25
BRT - S2 - Activation		04-Apr-28	30-Jun-29
BRT - S2 - Activation		04-Apr-28	30-Jun-29
Post Construction		04-Apr-28	30-Jun-29
System Integration Testing		04-Apr-28	02-Jul-28
Project Float		03-Jul-28	30-Jun-29
Revenue Service		30-Jun-29	30-Jun-29
A1110	S2 - Open for Service (Jun 30, 2029)		30-Jun-29*

I-405 Float

S1 was baselined with the Revenue Service Date of September 30, 2028, including a float contingency of 274 days. The current schedule indicates a potential for early opening, leading to additional days of float. However, this forecast has not yet accounted for the changes arising from the scope and funding of the TIBS project.

S2 was baselined with the Revenue Service Date of June 30, 2029, including a float contingency of 242 days. Current schedule forecasts 363 days of float and possible early opening. A toll commencement milestone for Brickyard and Canyon Park has been added to the construction schedule in order to provide a more accurate logic tie improving the start of S2 system integration testing by more than 6 months.

The project team is holding a scheduling workshop in January 2024, focusing on the required activities, sequencing, and their dependencies for testing and starting up service. The insights and data gathered during this workshop will be incorporated into the schedule by the team, potentially leading to changes in the float contingency.



Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
44	44	15	7	5	5

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing the actual FTE below the Planned FTE monthly average. Sound Transit is addressing the resource constraint to ensure proper support of the projects in design and construction in the coming year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	11.9	1.0
Consultants	32.0	29.4	2.6
TOTAL	44.9	41.3	3.6

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Regional Express & Stride
SR 522/NE 145th Street Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system in the SR 522 / SR 523 Corridor between the Shoreline South/148th light rail station and the SR 522/I-405 Transit Hub near UW Bothell campus.

Limits — Approximately 8 miles between Shoreline and Bothell

Alignment — The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.

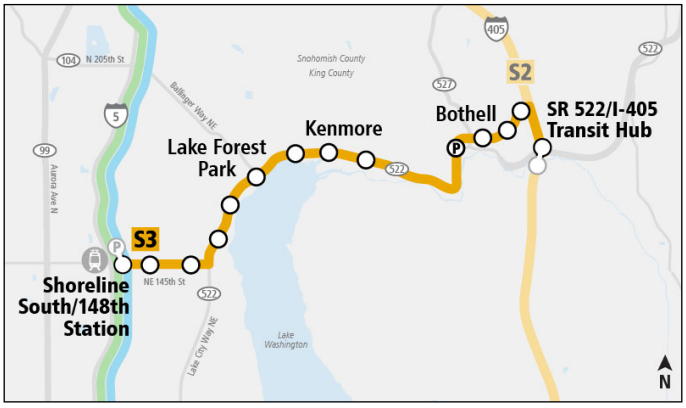
Stations — 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

Systems — BRT Operations & Transit Signal Priority

Phase — Final Design

Budget — $581.5 Million (Baselined July 2023)

Schedule — Baselined Revenue Service Date:



Map of Project Alignment



Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- Continued developing 100% design submittal with expectation that BT305 reaches 100% milestone in February 2024, followed by BT307 in March 2024, and BT306 in May 2024.
- Continued collaboration with City of Lake Forest Park and community groups to address aesthetic concerns including those related to retaining walls, and tree preservation.
- Ongoing coordination with University of Washington Bothell (UWB)/Cascadia College developer Capstone for the construction of Eastbound Beardsley Station platform. Construction drawings updated and sent to Capstone. The team is working with UWB and Capstone to finalize and execute agreement.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $2.4M; cost attributed to $1.4M in final design and program management with the GEC, $0.3M for Sound Transit staff, and $0.7M in ROW and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$57.8	$17.8	$16.6	$57.8	$0.0
Preliminary Engineering	$15.8	$15.3	$15.3	$15.8	$0.0
Final Design	$43.4	$33.4	$25.9	$43.4	$0.0
3rd Party Agreements	$7.4	$2.0	$1.2	$7.4	$0.0
Right-of-Way (ROW)	$89.6	$10.3	$7.6	$89.6	$0.0
Construction	$303.4	$40.6	$30.9	$303.4	$0.0
Construction Services	$25.8	$0	$0.0	$25.8	$0.0
Vehicles	$38.3	$29.6	$0	$38.3	$0.0
Total	**$581.5**	**$149.3**	**$97.5**	**$581.5**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The SR-522 BRT project budget was baselined in July 2023 with a total contingency of $113.3M. The current total project contingency balance of $111.7M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

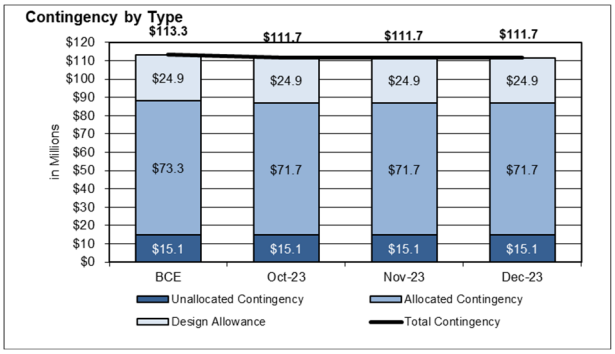
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC reflects no change.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

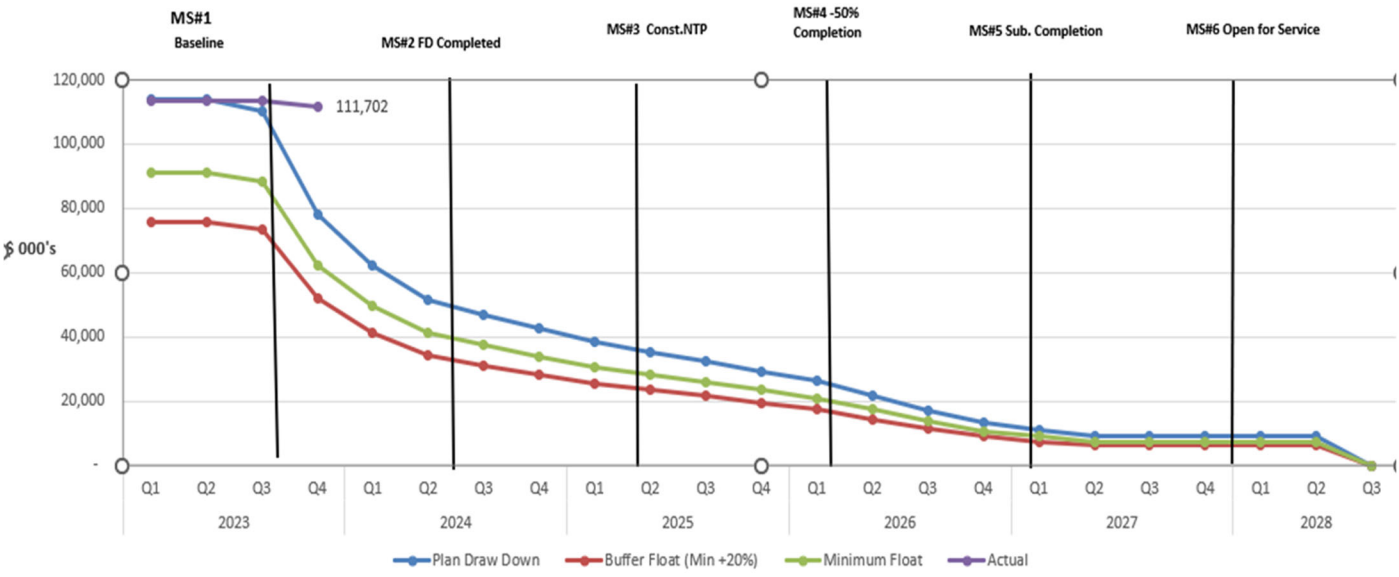
Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allow ance	$24.9	4.3%	$24.9	5.2%
Allocated Contingency	$73.3	12.6%	$71.7	14.8%
Unallocated Contingency	$15.1	2.6%	$15.1	3.1%
Total:	**$113.3**	**19.5%**	**$111.7**	**23.1%**

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are the top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- Coordinating with multiple utility owners to obtain their concurrence and support of the project for utility relocations to occur on schedule.
- Design team has continued to refine wall design concepts and is moving forward with design option that include a pedestrian bridge at Bsche'tla Creek, near NE 153rd Street. Staff working in close coordination with project partners such as WSDOT about on-going maintenance of bridge.
- Staff workload shortages are affecting Authorities Having Jurisdiction (AHJs) design review and permitting timelines.
- WSDOT construction plans for fish passage at Cat Whiskers Creek conflict with EB Stride Station construction at 61st Ave NE. The team is coordinating with WSDOT on ways to deliver these projects in the most efficient manner.
- Lake Forest Park permitting processes and requirements are complex, which could affect timeline for obtaining permits for the BT306 segment to begin construction. The team is reviewing City of Lake Forest Park feedback regarding permitting approach.

Closely Monitored Issues

- Minimize design progress disruption that may lead to delays.
- Advance the pedestrian bridge design around the Bsche'tla Creek.
- Late design changes required by AHJs are affecting the schedule due to additional right-of-way requirements.
- Obtain concurrence from Utility owners/operators on the design and timing for relocations.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR 522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period project team performed the following:

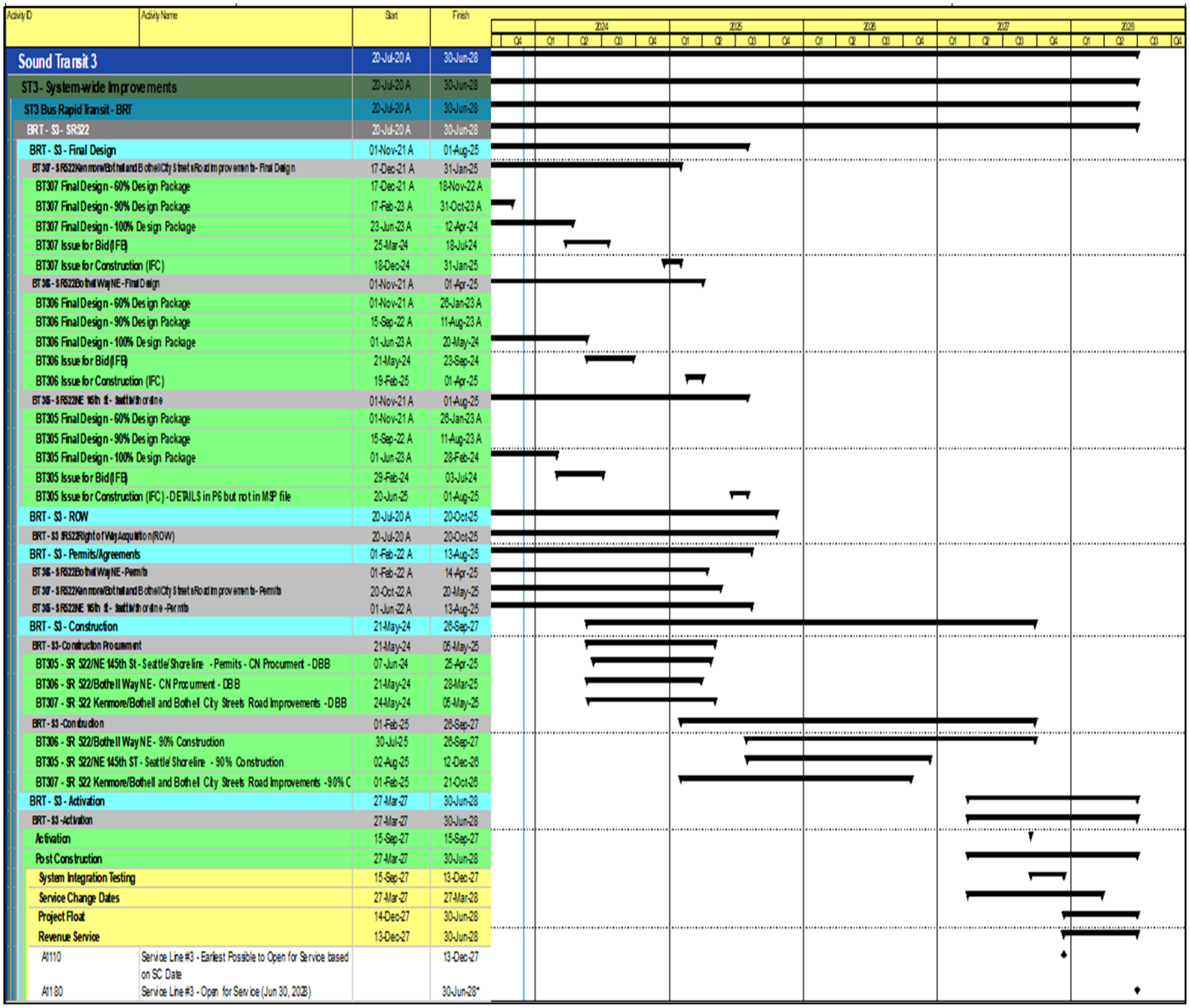
- Responded to 12 community questions and/or concerns.
- Held one city briefing.
- Coordinated with stakeholders around upcoming station naming outreach.

Project Schedule

The December 2023 summary schedule reflects the repackaging of SR 522 into three parts with a total program completion of Q3 2028 (June 30, 2028 with float). The SR 522 / S3 repackage into three parts: BT305 NE 145th Seattle/Shoreline Stations and Roadway; BT306 Lake Forest Park, Kenmore Stations and Roadway; and BT307 Bothell Stations and Roadway.

All projects are in the 100% Final Design phase proceeding into the issue of the Issue for Bid packages in Q1 2024. Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

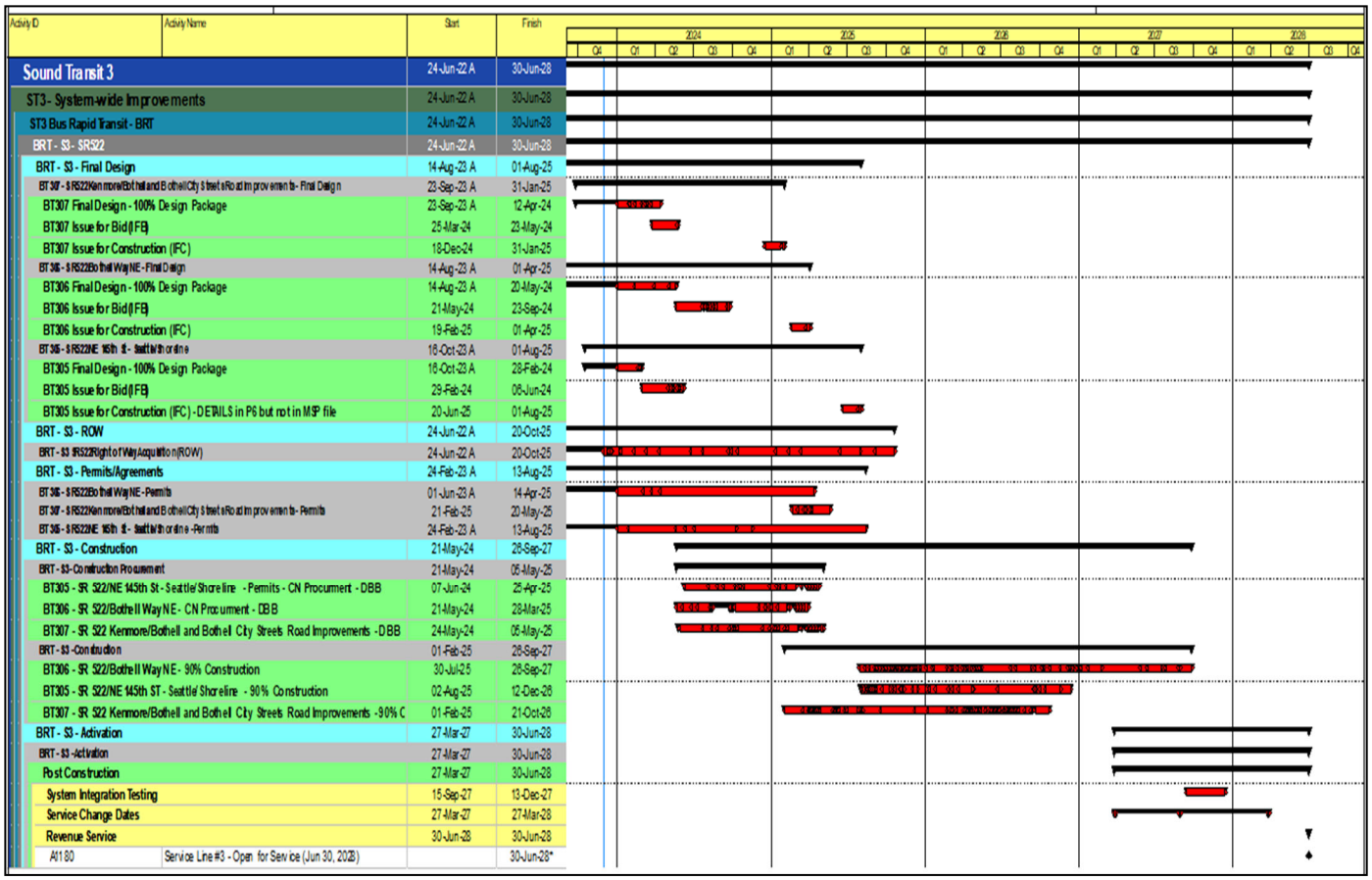
Sound Transit contributed construction funding to certain city(s)/AHJ where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.



SR 522 Critical Path

The December 2023 critical path of SR 522 indicates that the BT306 SR 522/Bothell Way NE section, with a platform handover date completion in Q2 2026 and a substantial completion Q4 2026, is the longest path to the start of S3 system integration testing and route finalization activity required for Current Progress RSD Update of June 30, 2028 with float.

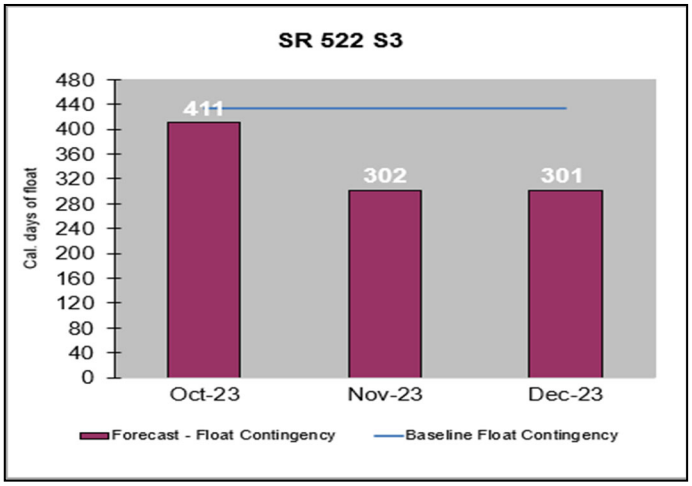
Sound Transit contributed construction funding to certain city(s)/AHJ where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.



Project Float

SR 522 Bus Rapid Transit was baselined with 434 days and a target Open for Service Date of June 30, 2028. Current December 2023 schedule forecasts that there are 301 days of float remaining and Open for Service Date is still on target.

Right of Way acquisition continues to be the critical path to the start of construction for S3. Late design changes led to the need to acquire additional ROW, some of which are now projected to be available after April 2025 if condemnation of those parcels is required. One possible mitigation is to make the parcels available after construction notice to proceed (NTP).



Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
202	202	57	3	29	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. Overall, the data is showing the actual FTE above the Planned FTE monthly average. The project team is monitoring the staffing level to ensure proper support of project to complete the design, permitting, and ROW acquisitions ahead of construction.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.0	14.3	(1.3)
Consultants	54.0	56.8	(2.8)
TOTAL	67.0	71.1	(4.1)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Progress Report
Sounder Program



Sounder trains travel between Lakewood and Seattle with regular runs weekday mornings and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawks games.

December | 2023

SOUNDTRANSIT

Prepared by Project Controls I Portfolio Services Office

Sounder Commuter Rail Program Overview



DuPont Extension: Project will plan, design and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements. Preliminary project budgets established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: Project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Kent Auburn Station Parking Access Improvements: Sumner, Kent, and Auburn Stations Parking and Access Improvements project will build bicycle, pedestrian, lighting, and parking access improvements at three South Sounder Stations. In January 2023 the Sound Transit Board authorized Resolution No. R2023-02, which combined the project budgets for Sumner, Kent, and Auburn Stations Parking and Access Improvements projects into one project baseline budget with shared contingencies. The combined project budget will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities and includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

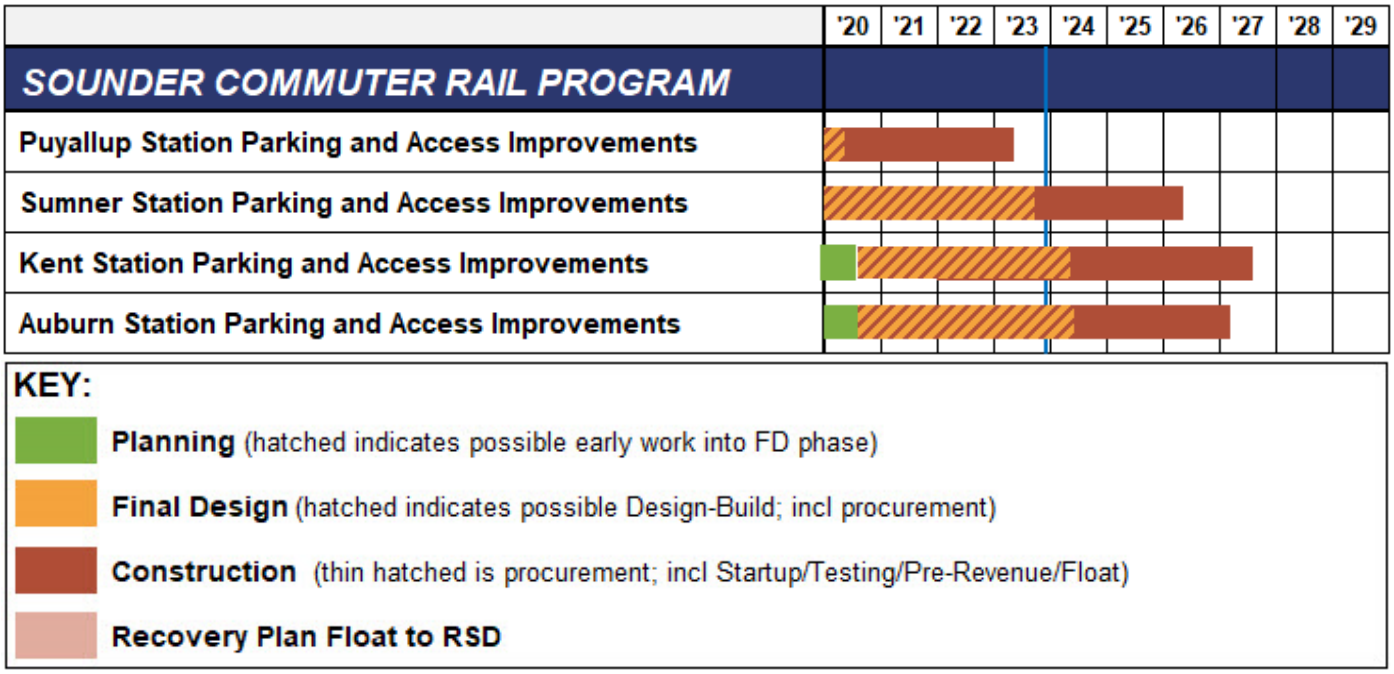
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
DuPont Extension	$8.6	$2.8	$0.3	$8.6	$0.0
Lakewood Station Access Improvements	$6.2	$4.4	$3.5	$6.2	$0.0
Sounder South Capacity Expansion	$34.8	$17.0	$9.0	$34.8	$0.0
South Tacoma Station Access Improvements	$5.8	$4.3	$3.7	$5.8	$0.0
Sumner, Kent and Auburn SPAI	$359.7	$114.7	$51.8	$359.7	$0.0
Total	**$415.1**	**$143.2**	**$68.3**	**$415.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Forecasted In-Service (Affordable *) Year	Current Progress RSD Update (Year)
North Corridor			
Edmonds & Mukilteo Parking & Access	2024	2034	2034
South Corridor			
Auburn Station Parking & Access Improvements	2024	2025	2027
Kent Station Parking & Access Improvements	2024	2025	2027
Lakewood Station Parking & Access Improvements	2030	2032	2030
Platform Extensions	2031	2036	2036
S Tacoma Station Parking & Access Improvements	2030	2032	2030
Sounder Additional Service	2036	2046	2046
Sounder extension to DuPont	2036	2045	2045
ST3 Sounder Access Improvements - Pierce	2031	2031	2036
ST3 Sounder Access Improvements - South King	2031	2041	2041
Sumner Station Parking & Access Improvements	2024	2025	2026
Tacoma Dome Station Parking & Access Improvements	2030	2032	2033
Systemwide			
Sounder Maintenance Base	2026	2034	2034

** The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.*

Sounder Commuter Rail
DuPont Extension

Project Summary

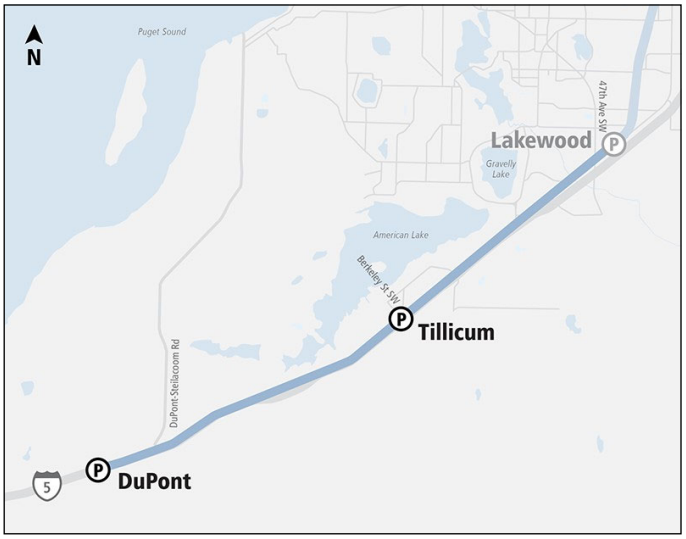
Scope This project will extend Sounder service from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements.

Phase Planning Phase 2—Conceptual Engineering and Environmental for track & signals only

Budget $8.6 Million

Schedule Forecasted In-Service Date: 2045

** This project is in development and project report will be updated quarterly effective June 2023.*



DuPont Extension in Pierce County

Key Project Activities

- The Federal Railroad Administration (FRA) awarded a $10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, is for conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County. The projects initiated in June 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA hold CRISI grant meetings monthly.
- Conceptual engineering design work on the project continues with corridor survey work and track alignment concepts.
- Staff are reviewing recommendations for an environmental class of action approach.

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $298K with the majority of the amount coming from staff costs for Phase 2 - Conceptual Engineering and Environmental Assessment activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.6	$0.0	$0.0	$2.6	$0.0
Preliminary Engineering	$5.3	$2.8	$0.3	$5.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.5	$0.0	$0.0	$0.5	$0.0
Total	**$8.6**	**$2.8**	**$0.3**	**$8.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule.
- Splitting the project into a distinct track & signal and station components may lead to future design rework.
- Delays to ROW acquisition process may impact the schedule.
- Potential FRA staff changes could impact timely decision making and deliverable approval.

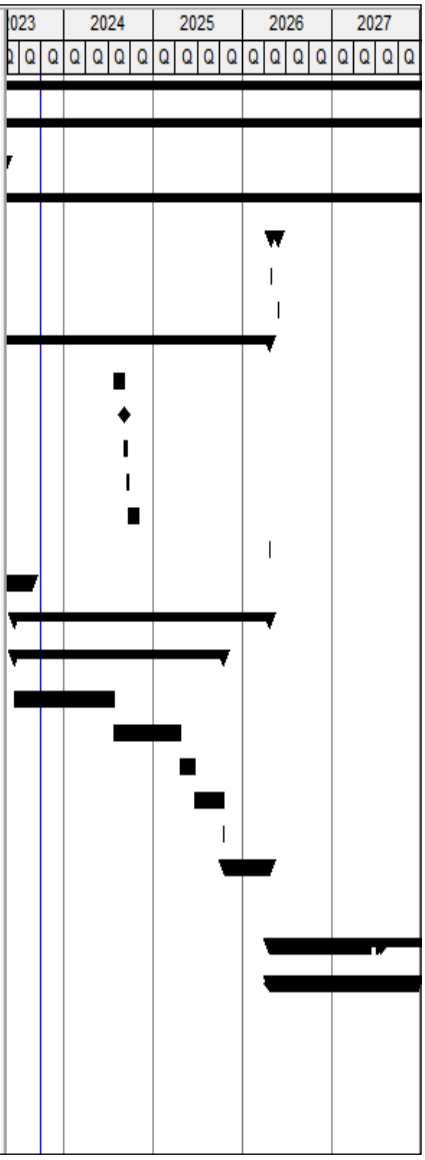
Community Engagement

- None to report during this period.

Project Schedule

The schedule below represents an initial high level Master Schedule, which will continue to develop over time. The project team completed the Work Plan, Estimate Budget and Draft Schedule along with Project Management Plan in August 2023. Draft NEPA environmental review is expected to be completed by Q4 2025. Conceptual Engineering and Environmental review planned to be completed by Q2 2026. Board identification of Preferred Alternatives planned for Q2 2026. Revenue Service Date planned by Q4 2045.

Activity Name	Start	Finish
Sounder DuPont Segment 3 - Tracks & Stations - Master Schedule	Jan-02-23 A	Dec-30-45
Preliminary Engineering	Jan-02-23 A	Dec-31-37
Pre - Conceptual Engineering	Mar-07-23 A	May-11-23 A
Conceptual Engineering / Environmental - Ph-II	Jan-02-23 A	Dec-31-36
Conceptual Engineering/ Environmental - Milestones	Apr-28-26	May-28-26
Phase Gate II - Select Delivery Method - (Tracks and Signals)	Apr-28-26	Apr-28-26
ST Board Identifies Preferred Alternatives	May-28-26	May-28-26
Conceptual Engineering/Environmental - Track Work (Ph - II)	Jan-02-23 A	Apr-24-26
Preparation of Estimate/Schedule by Consultant- Phase II - Segment 3	Jul-24-24	Sep-04-24
Completion of Project Cost Estimate and Schedule - Phase II - Segment 3		Sep-04-24
Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 3	Sep-05-24	Sep-18-24
Quantitative Risk Assessment - Phase II - Segment 3	Sep-19-24	Sep-24-24
Post-QRA Budget and Schedule Refinement - Phase II - Segment 3	Sep-25-24	Nov-05-24
CE/NEPA/Environmental - Complete - Phase II - Segment 3	Apr-24-26	Apr-24-26
CE Task 1 - Project Managment	Jan-02-23 A	Aug-25-23 A
CE Task 2 - NEPA Report	Jun-12-23 A	Apr-23-26
CE Task 2.1 - Draft NEPA	Jun-12-23 A	Oct-20-25
Conceptual Engineering - Task 2	Jun-12-23 A	Jul-23-24
Prpare Draft NEPA	Jul-24-24	Apr-23-25
Review Draft NEPA by ST	Apr-24-25	Jun-23-25
Incorporate Comments for Draft NEPA	Jun-24-25	Oct-17-25
Approve Draft NEPA	Oct-20-25	Oct-20-25
CE Task 2.2 - Final NEPA	Oct-21-25	Apr-23-26
Conceptual Engineering/Environmental - Stations (Ph - II)	Jan-03-34	Dec-31-36
Preliminary Engineering - Ph-III	Apr-27-26	Dec-31-37
Right of Way	Apr-25-26	Dec-21-27
Final Design	Jan-03-40	Dec-31-42
Construction	Dec-31-42	Jul-03-45
Post Construction	Sep-09-43	Dec-30-45
Revenue Service	Dec-30-45	Dec-30-45



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels due to the later than anticipated start date for the Conceptual Engineering phase of the track and signal project. Over time, the variance should trend closer to planned as the project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.6	0.4	1.2
Consultants	3.2	1.4	1.8
TOTAL	4.8	1.8	3.0

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Sounder Commuter Rail
Lakewood Station Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental

Budget

$6.2 Million

Schedule

Forecasted In-Service Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*



Lakewood Station in Pierce County

Key Project Activities

- Finalized Conceptual Designs for all proposed improvements.
- Finalized Conceptual Design cost estimates.
- Finalized SEPA Checklist and are preparing for publication.
- Completed Phase Gate 2: Select the Delivery Method.



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $298K with the majority of the amount coming from staff costs, outreach, Phase 2 — Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.2	$1.1	$1.1	$2.2	$0.0
Preliminary Engineering	$3.3	$2.8	$2.1	$3.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.3	$0.3	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.2	$0.0	$0.3	$0.0
Total	**$6.2**	**$4.4**	**$3.5**	**$6.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

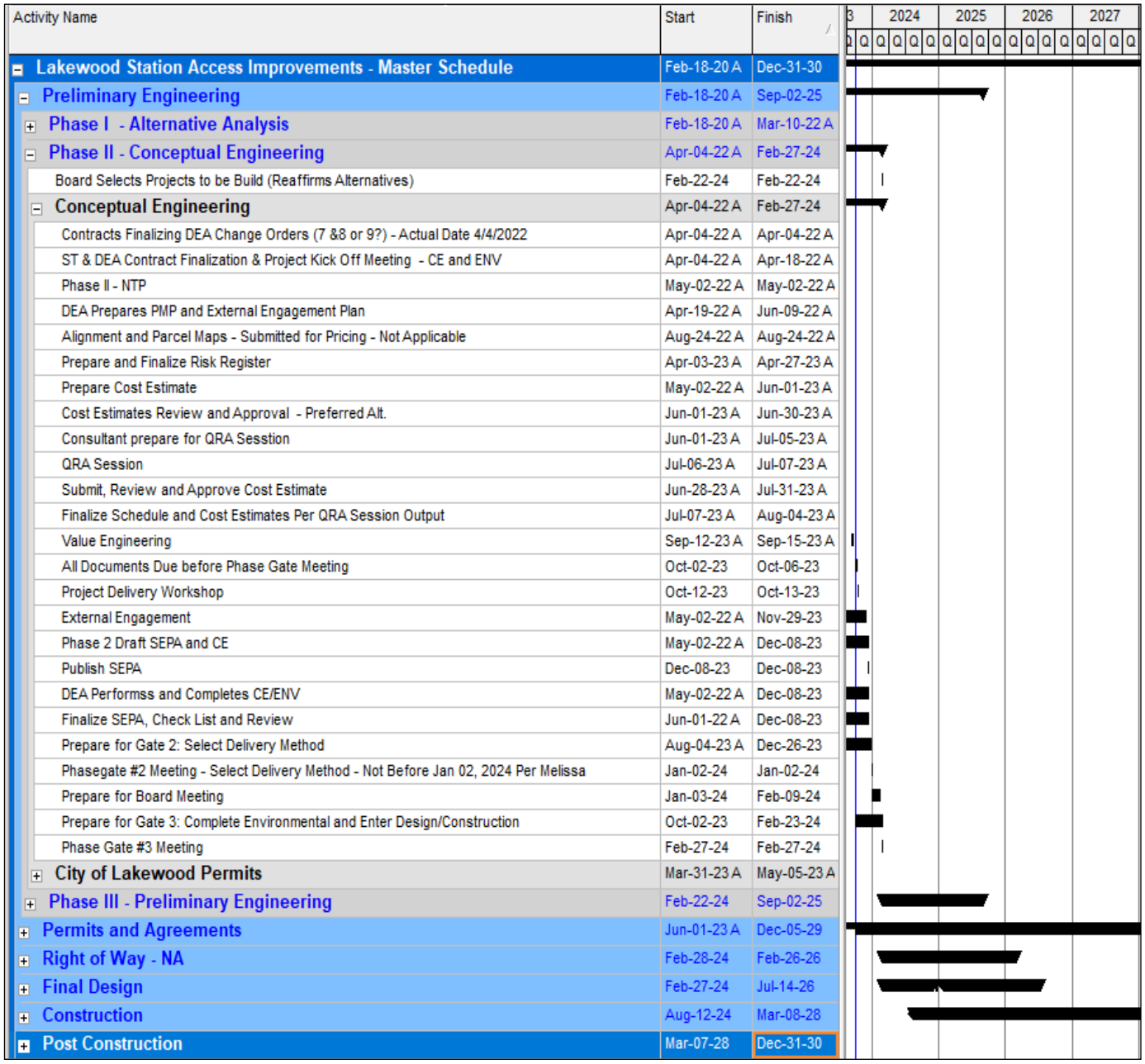
Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase I - Alternative Development NTP was issued in December 2020. The consultant has completed Alternative Development for this project on March 31, 2022. In March 2022, staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Cost estimates, QRA session and Value Engineering were completed in Q3 2023. Currently preparing the SEPA checklist for publication.

Phase Gate 2: Select Delivery Method was completed in Q4 2023. Board selection of projects to be built is planned for Q1 2024.

The target open for service date for this project is planned for Q4 2030.



Activity Name	Start	Finish
Lakewood Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30
Preliminary Engineering	Feb-18-20 A	Sep-02-25
Phase I - Alternative Analysis	Feb-18-20 A	Mar-10-22 A
Phase II - Conceptual Engineering	Apr-04-22 A	Feb-27-24
Board Selects Projects to be Build (Reaffirms Alternatives)	Feb-22-24	Feb-22-24
Conceptual Engineering	Apr-04-22 A	Feb-27-24
Contracts Finalizing DEA Change Orders (7 &8 or 9?) - Actual Date 4/4/2022	Apr-04-22 A	Apr-04-22 A
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-04-22 A	Apr-18-22 A
Phase II - NTP	May-02-22 A	May-02-22 A
DEA Prepares PMP and External Engagement Plan	Apr-19-22 A	Jun-09-22 A
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A
Prepare and Finalize Risk Register	Apr-03-23 A	Apr-27-23 A
Prepare Cost Estimate	May-02-22 A	Jun-01-23 A
Cost Estimates Review and Approval - Preferred Alt.	Jun-01-23 A	Jun-30-23 A
Consultant prepare for QRA Sesstion	Jun-01-23 A	Jul-05-23 A
QRA Session	Jul-06-23 A	Jul-07-23 A
Submit, Review and Approve Cost Estimate	Jun-28-23 A	Jul-31-23 A
Finalize Schedule and Cost Estimates Per QRA Session Output	Jul-07-23 A	Aug-04-23 A
Value Engineering	Sep-12-23 A	Sep-15-23 A
All Documents Due before Phase Gate Meeting	Oct-02-23	Oct-06-23
Project Delivery Workshop	Oct-12-23	Oct-13-23
External Engagement	May-02-22 A	Nov-29-23
Phase 2 Draft SEPA and CE	May-02-22 A	Dec-08-23
Publish SEPA	Dec-08-23	Dec-08-23
DEA Performss and Completes CE/ENV	May-02-22 A	Dec-08-23
Finalize SEPA, Check List and Review	Jun-01-22 A	Dec-08-23
Prepare for Gate 2: Select Delivery Method	Aug-04-23 A	Dec-26-23
Phasegate #2 Meeting - Select Delivery Method - Not Before Jan 02, 2024 Per Melissa	Jan-02-24	Jan-02-24
Prepare for Board Meeting	Jan-03-24	Feb-09-24
Prepare for Gate 3: Complete Environmental and Enter Design/Construction	Oct-02-23	Feb-23-24
Phase Gate #3 Meeting	Feb-27-24	Feb-27-24
City of Lakewood Permits	Mar-31-23 A	May-05-23 A
Phase III - Preliminary Engineering	Feb-22-24	Sep-02-25
Permits and Agreements	Jun-01-23 A	Dec-05-29
Right of Way - NA	Feb-28-24	Feb-26-26
Final Design	Feb-27-24	Jul-14-26
Construction	Aug-12-24	Mar-08-28
Post Construction	Mar-07-28	Dec-31-30

Community Engagement

- Staff held an online open house from September 19 through October 12 with updates to the community about our designs, and a survey about the Priority 2 proposals. The Open house had over 475 visitors to the site, and over 20 completed surveys. Staff held an information table at Lakewood Station on October 4.
- Staff published an Engagement Summary on the website and shared it with our project email list on December 8.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending slightly over the planned staffing needs as the SEPA Checklist is still under development and has more staff review cycles. As this work advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.7	1.7	0.0
Consultants	4.0	4.1	(0.1)
TOTAL	5.7	5.8	(0.1)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None action this period	

Sounder Commuter Rail
Sounder South Capacity Expansion

Program Summary

Scope

This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services, and access in response to increased demand.

Program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles prioritized per Sound Transit's System Access Policy.

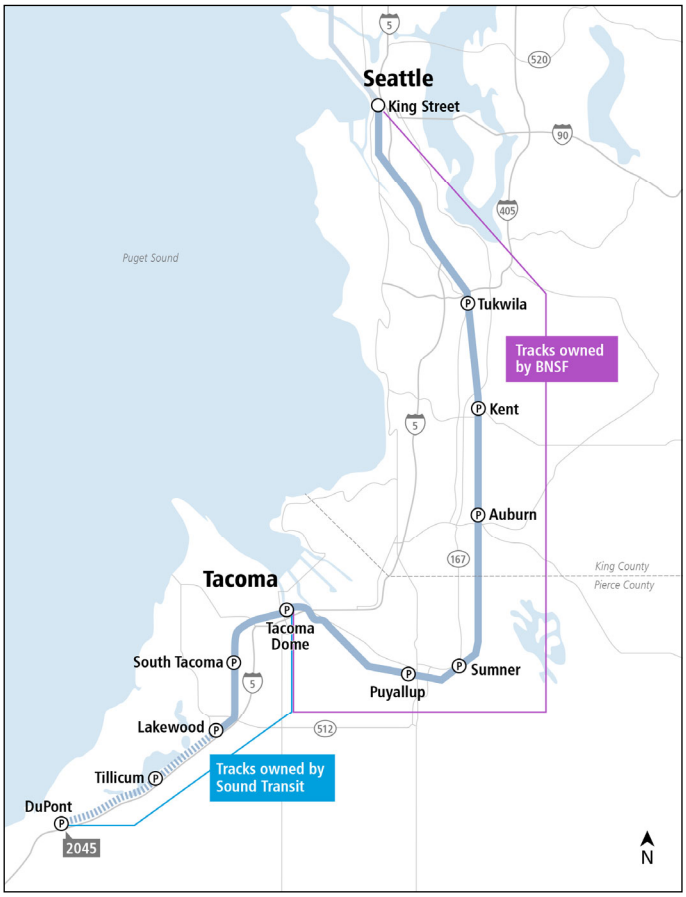
The Sounder South Strategic Plan to be updated that includes a program of proposed capital projects.

Phase Planning

Budget $34.8 Million

Schedule Forecasted In-Service Date: 2036-2046, varies by Program Element

** This project is in development and project report will be updated quarterly effective June 2023.*



Sounder South Capacity map alignment

Program Key Activities

- The Federal Railroad Administration (FRA) awarded a $10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County (Sounder Rail Track & Signal Project). The projects were initiated in Q2 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA hold grant-related coordination meetings monthly.
- SSCE program elements and project specific activities are detailed in their own sections below.

The King Street Station Platform Area Improvement Project and the Sounder Rail Track & Signal Project are summarized on the next pages followed by the common program reporting elements.

King Street Station Platform Improvements

This project extends platforms and improves access and pedestrian circulation at King Street Station to accommodate 10-car trains and passengers. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick-up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Continued developing the conceptual design.
- Began reviewing drafts of environmental technical memos.

Community Engagement

- Project team held community workshop on November 15th focusing on pedestrian connections to and from the station. Project update also published on our website on December 8 and on the project email list.

Sounder Rail Track & Signal Project

This project is currently advancing planning only to add second mainline tracks to several single track segments between Tacoma and DuPont on the Sound Transit-owned Lakewood Subdivision and a small segment of the BNSF right-of-way in Tacoma. Under the SSCE Program, the double track segments will be added between Tacoma and Lakewood along Sound Transit's right-of-way in Pierce County. Project elements may include additional crossovers and improvements to at-grade crossings to increase capacity and reliability for Sounder S Line, Amtrak Cascades and Amtrak Coast Starlight service. This project currently does not include any passenger-facing elements such as new stations or access improvements.

Key Activities

- Conceptual engineering design work on the project continues with corridor survey work and track alignment concepts.
- Staff are reviewing recommendations for an environmental class of action approach.

Community Engagement

- Staff are monitoring outreach needs for the project and are monitoring and answering public questions as needed.

Strategic Plan Update

Sound Transit completed the Sounder South Strategic Plan in March 2020 prior to the COVID pandemic. The plan suggested priorities and outlined a recommended schedule to implement Sounder South projects to address demand and capacity concerns: Platform Extensions, Additional Roundtrips (includes BNSF agreement and track & signal improvement projects), Access Improvement Projects and Vehicles. The plan prioritized the implementation of platform extension projects to meet demand for the high peak period daily ridership, at the time. Given the changes to ridership patterns resulting from the pandemic, Sound Transit is updating the Sounder South Strategic Plan and reexamining investment priorities and the current peak-focused service model.

Key Activities

- Initiated research on demographics population along the Sounder South corridor between Seattle and DuPont and began review of peer commuter rail agencies strategic plans.
- Held external stakeholders meetings with the following groups: inter-agency staff and corridor leadership of elected officials along rail corridor; and also met with railroad organizations BNSF Railway and WSDOT Rail Office.

Community Engagement

- Held an online open house September 27 through October 29 to ask the public for input on the plan update. The open house had over 13,000 visitors to the website and over 5,600 survey responses. The team also staffed information tables at ten community events and Sounder stations in the corridor, and held two focus groups.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right-of-way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained by Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- Project is on pause due to realignment.

Community Engagement

- Community engagement is expected to begin when conceptual engineering begins.

Program Reporting Elements

While in the planning phase, priority projects are being managed under a shared budget, schedule, and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $1.2M with the majority of the amount coming from staff costs, outreach, third party coordination, and Phase 2—Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC) *	Authorized Allocation vs. EFC
Administration	$9.9	$3.9	$3.9	$9.9	$0.0
Preliminary Engineering	$20.4	$12.0	$4.6	$20.4	$0.0
Third Party Agreements	$1.3	$0.8	$0.5	$1.3	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$3.1	$0.2	$0.0	$3.1	$0.0
Total	**$34.8**	**$17.0**	**$9.0**	**$34.8**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

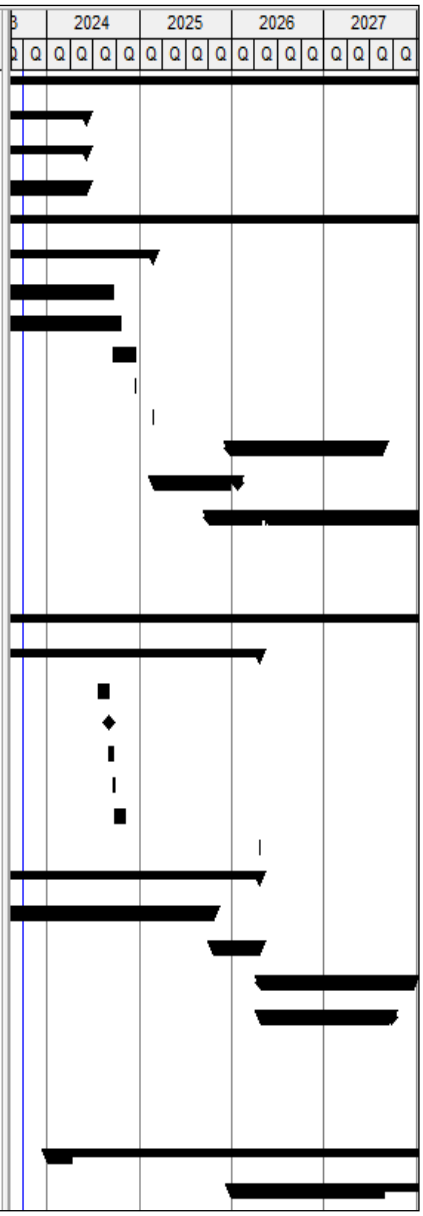
Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. Pierce County Rail Capacity and Reliability Improvement SSCE Segment 1 & 2 Schedule has been added. The second Mainline Track Study and Report were finalized and completed in July 2021. Auburn Platform Alternative Analysis was completed in Jan. 2022. King St. Station Alternative Analysis and Report have been completed and issued in August 2022. Staff briefed Board of the potential improvements to advance for further study at King Street Station in September 2022. King St. Station Alternative Analysis completed end of September 2022.

King Street Station Phase II started September 2022, and is expected to complete in Q3 2024. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans.

For Pierce County Rail Capacity and Reliability, team completed Work Plan, Budget and Schedule and Project Management Plan in August 2023. NEPA Draft is expected to complete Q4 2025 and final completion of Phase II is planned for Q2 2026.

Activity Name	Start	Finish
Sounder South Capacity Expansion - Master Schedule	Sep-26-22 A	Dec-31-46
Sounder South Platform Extensions	Jun-06-23 A	Jun-06-24
Alternative Analysis - (Ph - I)	Jun-06-23 A	Jun-06-24
Alternative Analysis	Jun-06-23 A	Jun-06-24
King St Station - CE thru Final Completion	Sep-26-22 A	Jul-02-35
Conceptual Engineering/Environmental - King St Station	Sep-26-22 A	Feb-27-25
King St. Statiion - Platform Improvements - Phase II	Sep-26-22 A	Sep-17-24
Amtrak / BNSF Platform Area Negotiations	Feb-08-23 A	Oct-17-24
90 Day wait period for FTA Review of NEPA submittal	Sep-18-24	Dec-16-24
FTA Issues Approval of NEPA	Dec-17-24	Dec-17-24
Phase 2 - Board Reaffirms Preferred Alternatives	Feb-27-25*	Feb-27-25
Right of Way	Dec-25-25	Aug-22-27
Preliminary Engineering - (Ph - III)	Feb-28-25	Jan-22-26
Final Design	Oct-06-25	Oct-16-28
Construction	Oct-17-28	Apr-12-34
Post Construction	Apr-13-34	Jul-02-35
Pierce County Rail Capacity and Reliability Improvement - SSCE Segment 1	Jun-12-23 A	Dec-31-46
Conceptual Engineering/Environmental - (Ph - II)	Jun-12-23 A	Apr-24-26
Preparation of Estimate/Schedule by Consultant- Phase II - Segment 1 & 2	Jul-24-24	Sep-04-24
Completion of Project Cost Estimate and Schedule - Phase II - Segment 1 & 2		Sep-04-24
Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 1 & 2	Sep-05-24	Sep-18-24
Quantitative Risk Assessment - Phase II - Segment 1 & 2	Sep-19-24	Sep-24-24
Post-QRA Budget and Schedule Refinement - Phase II - Segment 1 & 2	Sep-25-24	Nov-05-24
CE/NEPA/Environmental - Complete - Phase II - Segment 1 & 2	Apr-24-26	Apr-24-26
CE Task 2 - NEPA Report	Jun-12-23 A	Apr-23-26
CE Task 2.1 - Draft NEPA	Jun-12-23 A	Oct-20-25
CE Task 2.2 - Final NEPA	Oct-21-25	Apr-23-26
Right of Way	Apr-25-26	Dec-21-27
Preliminary Engineering - (Ph - III)	Apr-27-26	Sep-24-27
Final Design	Jan-03-40	Dec-31-42
Construction	Dec-31-42	Jun-30-45
Post Construction	Jun-30-45	Dec-31-46
BNSF Platform Extension - CE thru Final Completion	Jan-09-24	Dec-31-36
ST Platform Extension - CE thru Final Completion	Jan-02-26	Dec-31-36



Risk Management

The following are the top project-wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Third party, stakeholders or internal ST scope changes could lead to delays in the schedule and cost increases while reaching concurrence.
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The staffing variance is attributed to the majority of the SSCE Program's conceptual engineering and environmental activities being on pause from Q1 2022 to Q3 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	4.0	(0.2)
Consultants	8.7	6.6	2.1
TOTAL	12.5	10.6	1.9

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Sounder Commuter Rail
South Tacoma Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting, weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental Review

Budget

$5.8 Million

Schedule

Forecasted In-Service Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*



South Tacoma Station in Pierce County

Key Project Activities

- Finalized Conceptual Designs of all improvements.
- Reviewed draft Conceptual Design cost estimate.
- Continue review of the SEPA check-list.



South Tacoma Station



South Tacoma Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $486K with the majority of the amount coming from staff costs, Phase 2 —Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$1.8	$1.0	$1.0	$1.8	$0.0
Preliminary Engineering	$3.6	$3.1	$2.7	$3.6	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.2	$0.0	$0.3	$0.0
Total	**$5.8**	**$4.3**	**$3.7**	**$5.8**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

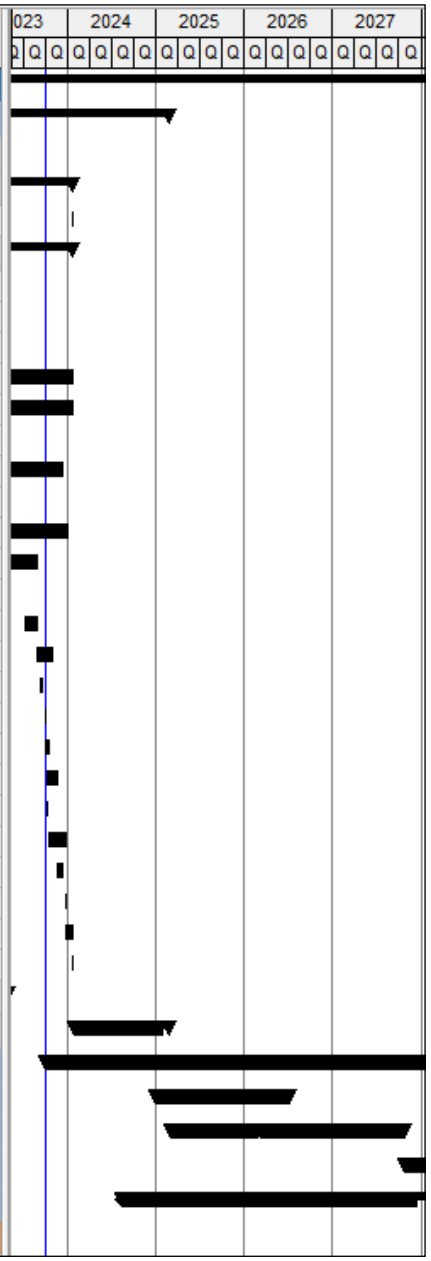
Phase I - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. In March 2022, Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. QRA and Value Engineering sessions were completed in Q4 2023. Currently working on finalizing the Conceptual Design cost estimate, the SEPA checklist and methodology and community engagement.

Selection of delivery method is expected Q1 2024. Board selection of projects to be built is planned for Q1 2024.

The target open for service date is planned for Q4 2030.

Activity Name	Start	Finish
South Tacoma Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30
Preliminary Engineering	Feb-18-20 A	Feb-27-25
Phase 1 - Alternative Analysis	Feb-18-20 A	Mar-10-22 A
Phase II - Conceptual Engineering	Apr-04-22 A	Jan-25-24
Board Selects Project to be Build (Reaffirms Alternatives)	Jan-25-24	Jan-25-24
Conceptual Engineering	Apr-04-22 A	Jan-24-24
Contracts to Execute Change Orders (7 & 8) for DEA	Apr-04-22 A	Apr-04-22 A
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-18-22 A	Apr-18-22 A
DEA Prepares PMP & External Engagement Plan	Apr-18-22 A	Jun-10-22 A
Phase 2 Draft SEPA and CE	May-02-22 A	Jan-22-24
DEA Performs and Completes CE/ENV	May-02-22 A	Jan-24-24*
Phase II - NTP	May-02-22 A	May-02-22 A
External Engagement	May-23-22 A	Dec-12-23
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A
Finalize SEPA, Check List and Review	Sep-22-22 A	Jan-03-24
Prepare Cost Estimate	Dec-01-22 A	Aug-29-23 A
Risk Register	Apr-03-23 A	Apr-27-23 A
Consultant to prepare for QRA Session	Jul-12-23 A	Aug-29-23 A
QRA Session - Planned August 21, 2023	Aug-30-23 A	Oct-30-23 A
Value Engineering - Planned for September 2023	Sep-12-23 A	Sep-15-23 A
Submit, Review and Approve Cost Estimate	Oct-02-23	Oct-05-23
Finalize Schedule and Cost Estimates Per QRA Session Output	Oct-02-23	Oct-13-23
Cost Estimates Submitted for review - Preferred Alt.	Oct-06-23	Nov-21-23
Project Delivery Workshop - October 2023	Oct-12-23	Oct-12-23
All Documents Due before Phasegate #2 Meeting	Oct-16-23	Dec-22-23
Prepare for Gate 2: Select Delivery Method	Nov-22-23	Dec-08-23
Phasegate #2 Meeting - Confirm Delivery Method	Dec-26-23	Dec-26-23
Prepare for Board Meeting	Dec-27-23	Jan-22-24
Publish SEPA	Jan-23-24	Jan-23-24
City of Tacoma Permits	Mar-01-23 A	Apr-28-23 A
Phase III - Preliminary Engineering	Jan-26-24	Feb-27-25
Permits and Agreements	Oct-02-23	Oct-02-30
Right of Way	Dec-30-24	Jul-07-26
Final Design	Feb-28-25	Oct-27-27
Construction Procurement	Oct-28-27	Jun-06-28
Construction	Aug-12-24	Nov-08-29
Post Construction	Aug-15-29	Dec-31-30



Community Engagement

- Staff launched an online open house on December 12 with updates to the community about our designs, and a survey about the Priority 2 proposals.
- The team staffed an information table at the STAR Center on December 18.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending slightly over the planned staffing needs as the conceptual cost estimate and reports and environmental review are still under review. As we work to finalize the cost estimate and SEPA Check-list, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.3	1.4	(0.1)
Consultants	4.0	4.2	(0.2)
TOTAL	5.3	5.6	(0.3)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Sounder Commuter Rail
Sumner Kent Auburn Stations Parking & Access Improvements

Project Summary

Scope

The project provides additional commuter parking at the Sounder stations located in the cities of Sumner, Kent and Auburn. All three locations will have a new multi-story garage and potentially some amount of new surface parking stalls with the goal of building up to the environmentally cleared stall count within the project budget. Additionally, the project includes vehicular and pedestrian access improvements to the rail stations, non-motorized improvements, and associated utility, roadway, traffic, stormwater, lighting, and landscape improvements. The Kent station also includes an option to include scope for a bus layover facility for King County Metro.

Phase

Complete Environmental / Enter Design & Construction

Budget

$359.7 Million

Schedule

Baseline Revenue Service:
Sumner March 2026
Auburn March 2027
Kent June 2027



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements

Key Project Activities

Sumner:

- 100% Sitework plans complete.
- Received Site Development permit comments from City of Sumner for second submission.

Kent:

- Issued Notice to Proceed for design-build construction contract.
- Continued coordination with City of Kent and King County Metro on non-motorized improvements.

Auburn:

- Finalizing agreement with City of Auburn on real property interests.



Auburn Station Parking & Access Improvements

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures decreased by $1.1M due to an over-accrual of the November Sumner Station design-build construction contract amount. The incurred cost decreased from $52.9M to $51.8M. The majority of actual costs incurred are attributed to staff costs, design-build project management activities, right-of-way activities, and the Sumner Station design-build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$29.1	$26.2	$10.7	$10.7	$26.2	$0.0
Preliminary Engineering	$8.4	$8.4	$8.2	$8.2	$8.4	$0.0
Final Design	$1.0	$1.0	$0.0	$0.0	$1.0	$0.0
Construction Services	$29.1	$32.0	$25.4	$5.7	$32.0	$0.0
3rd Party Agreements	$8.2	$8.2	$7.9	$6.6	$8.2	$0.0
Construction	$258.2	$258.2	$50.9	$9.4	$258.2	$0.0
ROW	$25.7	$25.7	$11.6	$11.2	$25.7	$0.0
Total	**$359.7**	**$359.7**	**$114.7**	**$51.8**	**$359.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$135.3	$135.3	$39.4	$4.8	$135.3	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$85.1	$85.1	$6.4	$0.7	$85.1	$0.0
50 Systems	$5.1	$5.1	$0.0	$0.0	$5.1	$0.0
Construction Subtotal (10 - 50)	**$225.5**	**$225.5**	**$45.8**	**$5.5**	**$225.5**	**$0.0**
60 ROW, Land	$24.5	$24.5	$11.6	$11.2	$24.5	$0.0
80 Professional Services	$92.5	$92.5	$57.3	$35.1	$92.5	$0.0
90 Unallocated Contingency	$17.2	$17.2	$0.0	$0.0	$17.2	$0.0
Total (10 - 90)	**$359.7**	**$359.7**	**$114.7**	**$51.8**	**$359.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of $77.0M. The current total project contingency balance of $72.6M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period $74K in AC was used for an executed change order for the Sumner design-build contract.

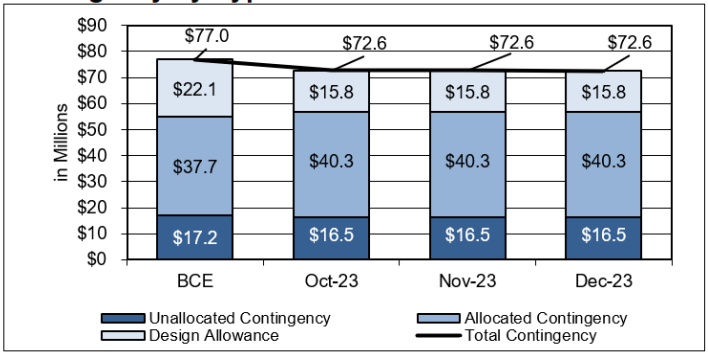
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

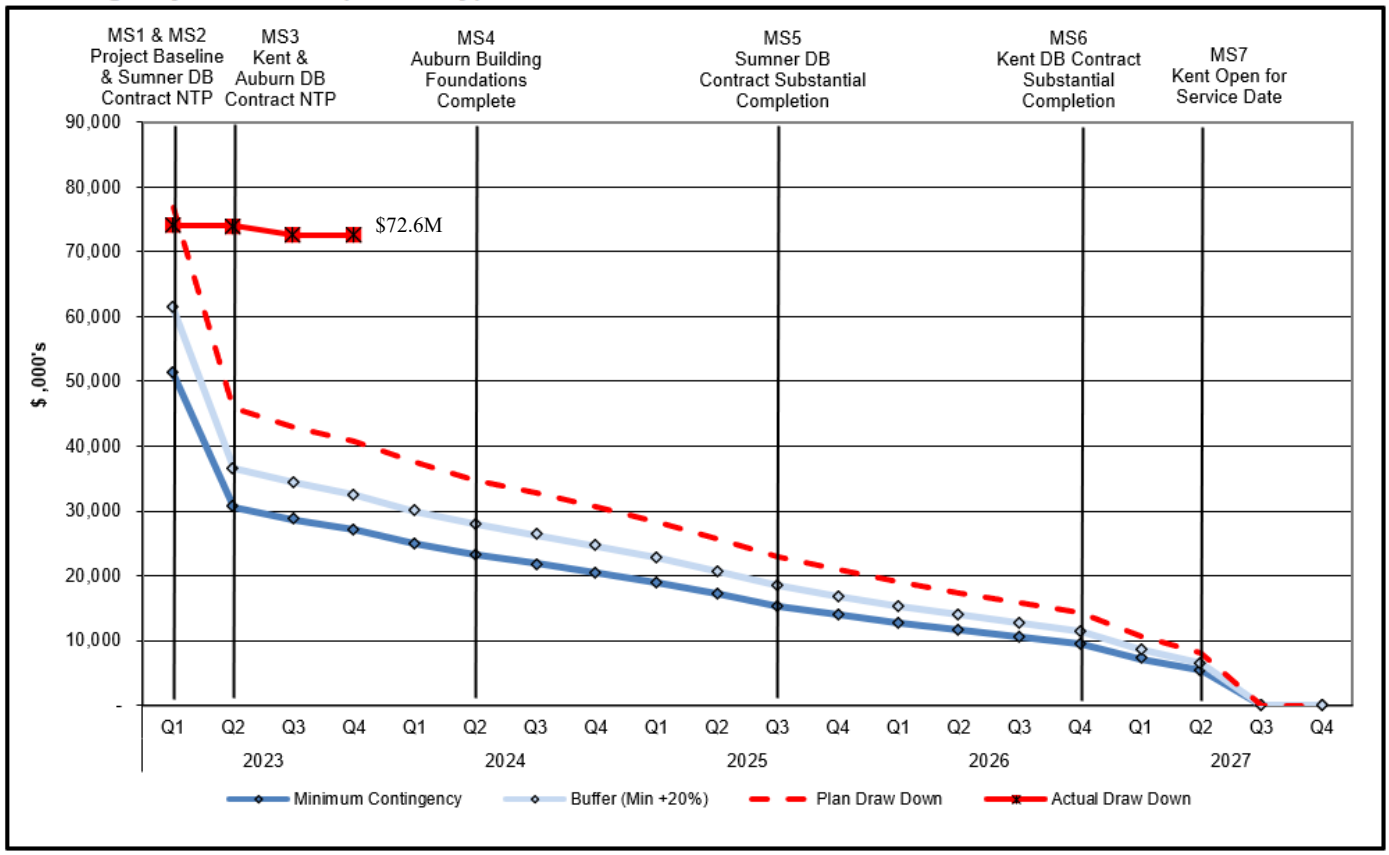
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$22.1	6.1%	$15.8	5.1%
Allocated Contingency	$37.7	10.5%	$40.3	13.1%
Unallocated Contingency	$17.2	4.8%	$16.5	5.4%
Total:	**$77.0**	**21.4%**	**$72.6**	**23.6%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



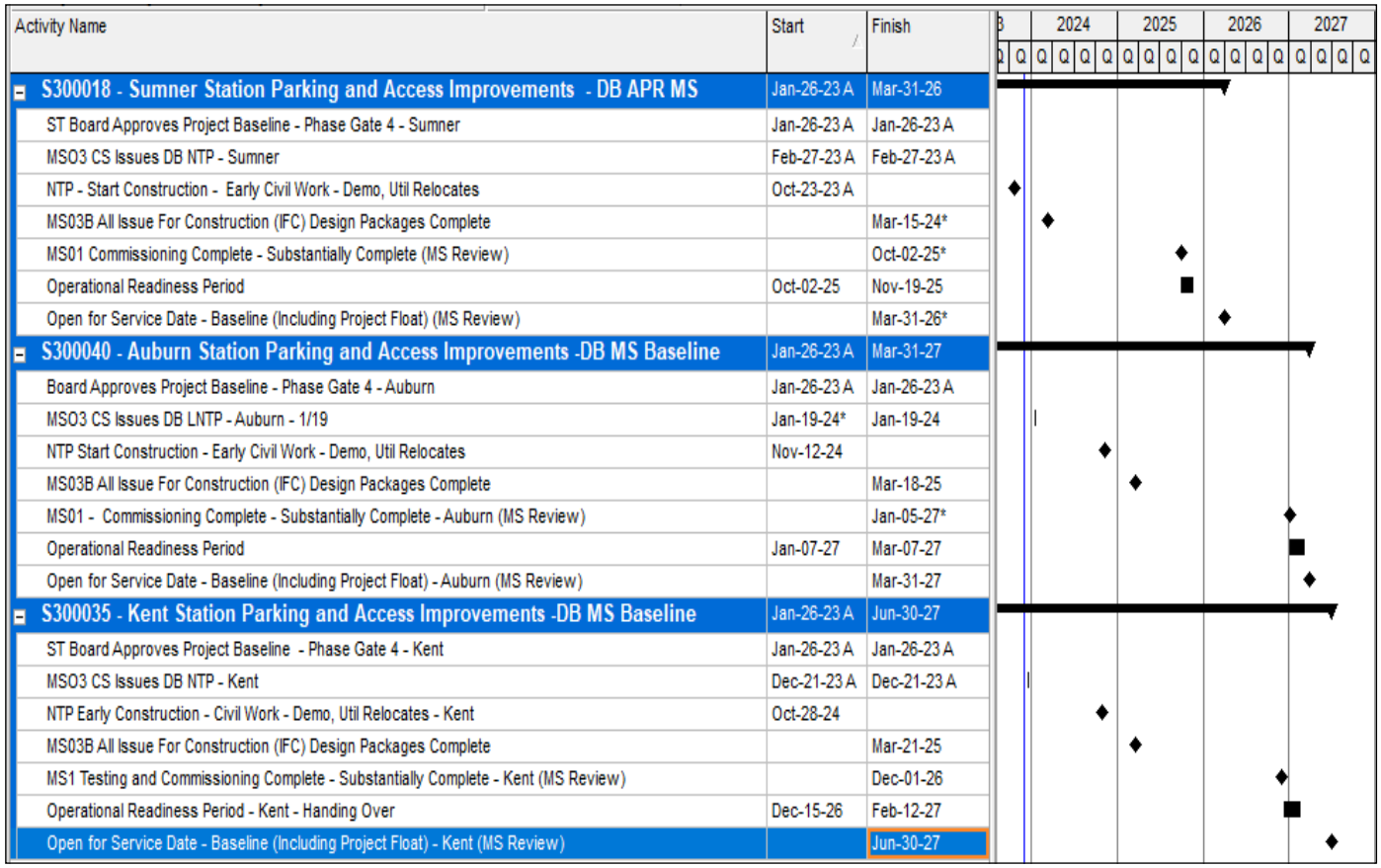
Project Schedule

Board approved Baseline for the combined three projects on Jan. 26, 2023. The Approved Baseline open for service dates are Sumner - Q1 2026, Auburn - Q1 2027, and Kent - Q2 2027. All the above Open for Service Dates remain intact this update cycle. Milestone schedules for the combined three projects are shown below.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements for Auburn and Kent. Auburn proposals were received in March 2023. Notice of Intent to Award to Auburn Contractor was issued end of June 2023. Kent revised proposals were received and reviewed in July 2023. Sumner Design-Build Notice to Proceed was in February 2023. Design Builder currently working on finalizing DP01 IFC Design Drawings, quality control of 100% DP02 Drawings and submittal preparations. Site Development Permit is under City of Sumner Review. Existing building demo completed and site preparations continue this month.

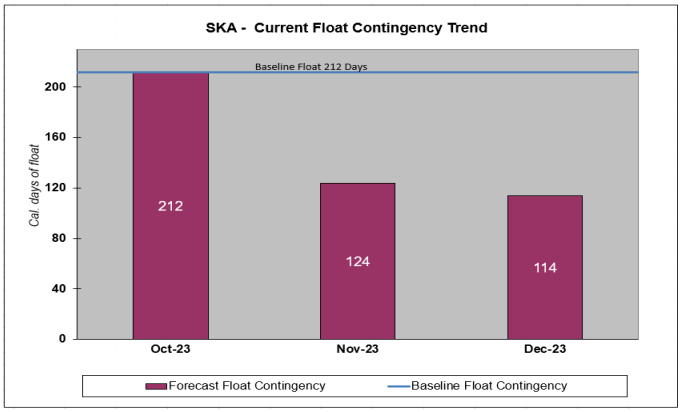
Kent Notice to Proceed was in December 2023. Auburn Notice to Proceed is planned for mid January 2024.

Activity Name	Start	Finish
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-26
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Oct-23-23 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		Mar-15-24*
MS01 Commissioning Complete - Substantially Complete (MS Review)		Oct-02-25*
Operational Readiness Period	Oct-02-25	Nov-19-25
Open for Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26*
S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Mar-31-27
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB LNTP - Auburn - 1/19	Jan-19-24*	Jan-19-24
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Nov-12-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Mar-18-25
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jan-05-27*
Operational Readiness Period	Jan-07-27	Mar-07-27
Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review)		Mar-31-27
S300035 - Kent Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Jun-30-27
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Kent	Dec-21-23 A	Dec-21-23 A
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Oct-28-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Mar-21-25
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Dec-01-26
Operational Readiness Period - Kent - Handing Over	Dec-15-26	Feb-12-27
Open for Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27



Project Float

Sumner, Kent, and Auburn Stations Parking and Access Improvements Project was baselined with 212 days of project float. 98 days float days have been consumed as of December due to delays in Issuing Notice to Proceed for Auburn.



Risk Management

The following are the top project wide risks:

- Permitting process could delay project.
- Project changes that occur during final design that require additional environmental review could delay project.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Differing soil and site conditions discovered after the design-builder Notice to Proceed could cause project delay.
- Complexity of property acquisition has resulted in a project delay and could cause budget overrun in Auburn.
- Constrained staffing resources could impact project delivery.

Closely Monitored Issues

- Sumner permitting process has required extensive coordination.
- Complexity of property acquisition in Auburn has resulted in a project delay and could cause budget overrun.

Community Engagement

- **Sumner:** Staff provided project update on the listserv on December 20 with an update on timing of construction activities and parking closure. Staff preparing communication activities to notify passengers when the Phase 1 parking closure begins.
- **Auburn:** Monitoring outreach needs for the project and responding to questions as needed.
- **Kent:** Monitoring outreach needs for the project and responding to questions as needed.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less than anticipated level of effort by Sound Transit staff and consultants due to availability constraints of resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.0	13.7	8.3
Consultants	16.9	12.2	4.7
TOTAL	38.9	25.9	13.0

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (per latest schedule submittal)

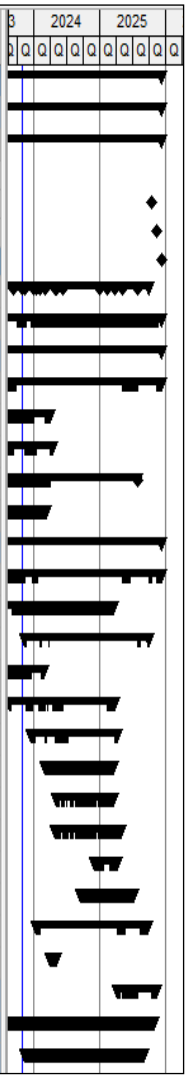
The Sumner SPAI Contractor, Harbor Pacific, is continuing work on site as follows:

- Develop IFC DP01 Drawings - Foundation and Site Work.
- Design 100% DP02 is in Quality Control review.
- Civil Permit for Foundation and Site Work is under review by City of Sumner.
- Designers continue reviewing elevator, concrete mix designs and generator submittals.
- Acquire water, sewer and drainage permits.

Schedule Summary

December schedule update has been submitted and currently under review. The November schedule is also under review and requires submittal of a recovery schedule. The October schedule update is shown below as it represents the latest approved schedule we have on file. October schedule shows a delay of seven calendar days to Substantial Completion and Final Acceptance Dates with 16.1% Complete. Delays will be further assessed once the Design-Builder submits its Recovery Schedule expected mid January.

Activity ID	Activity Name	Schedule % Complete	Performance % Complete	Variance - BL Project Finish Date	Start	Finish	BL Project Finish
Sumner Parking and Access Improvement - Update 04 - 10/31/2023		21.01%	16.06%	-5	Feb-27-23 A	Dec-08-25	Dec-01-25
Administrative		80.07%	51.52%	-5	Feb-27-23 A	Dec-08-25	Dec-01-25
Contract Milestones		0%	0%	-7	Feb-27-23 A	Dec-08-25	Dec-01-25
MST.1020	Notice to Proceed	100%	100%	0	Feb-27-23 A		
MST.1030	MST 1 Substantial Completion (NTP + 948 CD = 10/2/2025)	0%	0%	-7		Oct-09-25*	Oct-02-25
MST.1040	MST 2 Acceptance (NTP + 978 CD = 11/1/2025)	0%	0%	-7		Nov-06-25*	Oct-30-25
MST.1050	MST 3 Final Acceptance (NTP + 1008 CD = 12/1/2025)	0%	0%	-7		Dec-08-25*	Dec-01-25
Interface Milestones		0%	0%	-7	Apr-26-23 A	Sep-30-25	Sep-23-25
Contract Administration		80.07%	51.52%	-5	Feb-27-23 A	Dec-08-25	Dec-01-25
Design		86.92%	79.36%	-5	Feb-27-23 A	Dec-08-25	Dec-01-25
Design Team Administrative Submittals		45.85%	45.85%	-5	Feb-28-23 A	Dec-08-25	Dec-01-25
Design Development		95.52%	90.37%	-65	Feb-27-23 A	Apr-02-24	Dec-28-23
Design Review		65.46%	46.95%	-65	Feb-27-23 A	Apr-16-24	Jan-12-24
Permitting		96.62%	91.68%	-5	Feb-27-23 A	Jul-25-25	Jul-18-25
Third Party Coordination		100%	46.21%	-143	Feb-27-23 A	Mar-13-24	Aug-16-23
Construction		3.01%	1.64%	-5	Feb-28-23 A	Dec-08-25	Dec-01-25
Construction Administrative Submittals		61.67%	41.46%	-5	Feb-28-23 A	Dec-08-25	Dec-01-25
Procurement		0%	0.45%	21	Feb-28-23 A	Mar-19-25	Apr-17-25
Maintenance of Traffic		0%	0%	-5	Nov-15-23	Sep-30-25	Sep-23-25
Sitework		49.07%	34.35%	-11	Aug-09-23 A	Feb-28-24	Feb-12-24
Utilities		9.97%	0%	-5	Aug-21-23 A	Mar-24-25	Mar-17-25
Earthwork		0%	0%	-5	Dec-19-23	Apr-07-25	Mar-31-25
Structure		0%	0%	-8	Mar-06-24	Mar-17-25	Mar-05-25
Mechanical		0%	0%	-8	May-08-24	Mar-17-25	Mar-05-25
Electrical		0%	0%	1	May-01-24	Apr-30-25	May-01-25
Elevator		0%	0%	-6	Dec-03-24	Apr-03-25	Mar-26-25
Architectural Finishes		0%	0%	-5	Sep-13-24	Jul-03-25	Jun-26-25
Restoration		0%	0%	-5	Jan-16-24	Sep-23-25	Sep-16-25
Off Site Improvements (Thompson)		0%	0%	-37	Mar-28-24	May-07-24	Mar-15-24
Commissioning & Closeout		0%	0%	-5	Apr-04-25	Nov-06-25	Oct-30-25
Provisional Sums		1.94%	1.05%	-16	Feb-28-23 A	Oct-24-25	Oct-02-25
Change Orders		0%	0%	-7	Nov-15-23	Aug-28-25	Aug-19-25



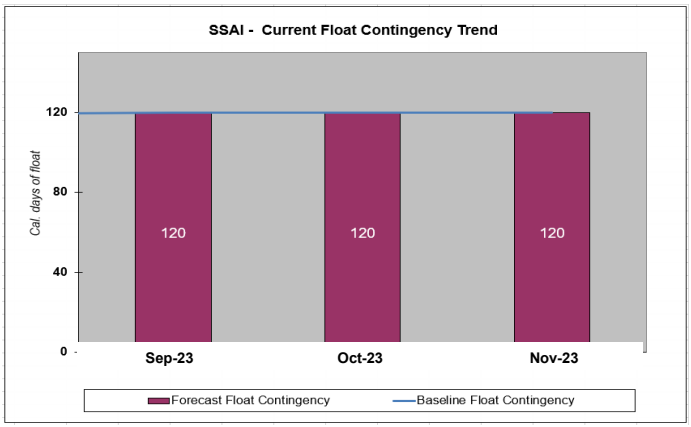
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis (October Schedule)

December schedule update has been submitted and currently under review. The November schedule is also under review and requires submittal of a recovery schedule. The October critical path as follows represents the latest approved schedule we have on file and is based on the schedule Longest Path. 112 Activities are on the Longest Path. It starts with City Review of Civil Site Development Permit, Phase 1 Site Preparation, demolition, and paving, start of Phase 2, deep storm utility installation, abandonment of existing utilities, pile driving, garage foundations and slab on grade, garage superstructure, garage interior finishes and façade, start of Phase 3, exterior flatwork and finishes and Punchlist and final documentation submittals.

Project Float (October Schedule)

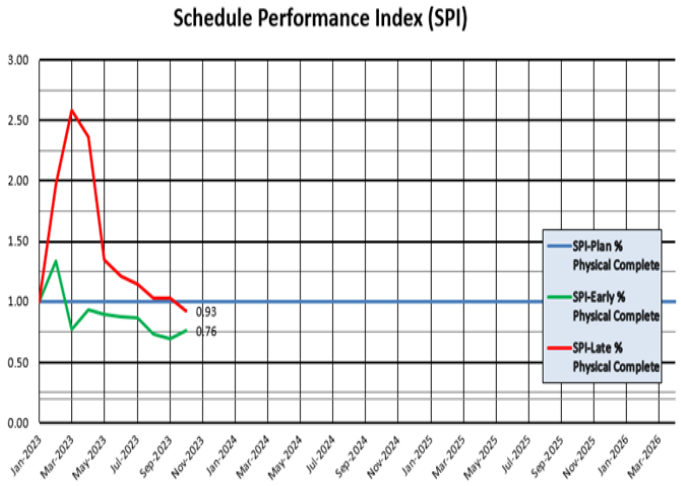
Sumner Station Parking and Access Improvement Project was baselined with 120 days of project float. No float days have been consumed as of October/November schedule. Auburn and Kent Project Floats (212 days) are not covered in this analysis as those two projects have not yet been executed. Sumner Station Project target revenue service date of March 31, 2026 is unchanged. November schedule is under review and requires submittal of a recovery schedule. Remaining Float as end of December will be determined once the recovery schedule is approved.



Schedule Performance Index (October Schedule)

November/December schedule is under review; November requires submittal of a recovery schedule. December CPI and SPI will be determined once the Recovery Schedule is approved.

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.76 (increase from last period). Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.93 (compared to last month late SPI of 1.03). Main contributors of the Early SPI are finalizing Design Plans for DP01 due to delays in City responses.



Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities:

- Finalizing 100% DP02 Design.
- Working towards DP01 IFC Drawings.
- Working on obtaining Site Development Permit & Building Permit.
- Completing Site preparation work.

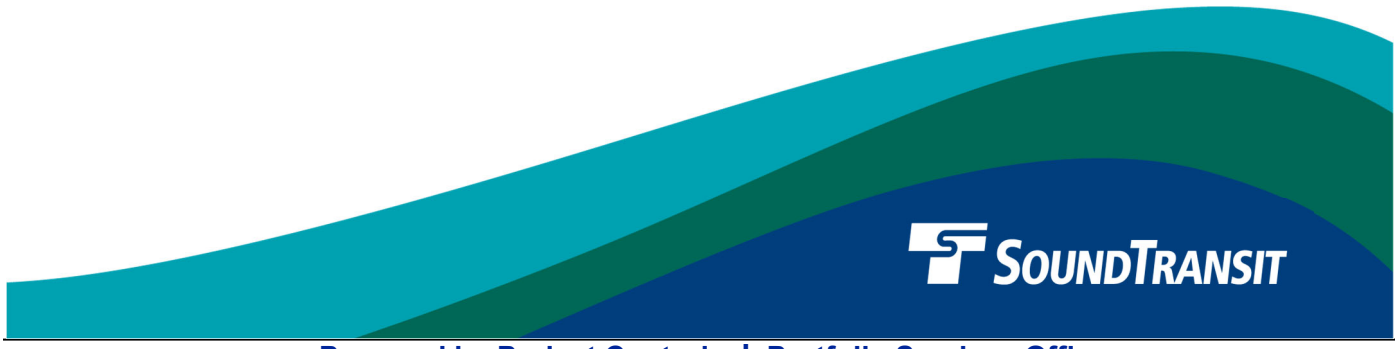
Closely Monitored Issues:

- Acquisition of Site Development Permit & Building Permit.
- Submittal of DP02 100% Design.

Cost Summary

Present Financial Status	Amount
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	$49,000,000
Change Order Value	$1,517,321
Current Contract Value	$50,517,321
Total Actual Cost (Incurred to Date)	$8,939,387
Percent Complete	18%
Authorized Contingency	$10,880,000
Contingency Drawdown	$1,517,321
Contingency Index	1.3

Progress Report
Capital Program Support



Prepared by Project Controls I Portfolio Services Office

Capital Program Support
Grants

Current Grant Funding *(Includes only Active Executed Grants)*

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date	Status	Balance Remaining
FEDERAL TRANSIT AUTHORITY							
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	616,446,915	Active	67,923,726
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	74,999,999	Active	-
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	1,172,730,000	07/21/2023	879,032,367	Active	293,697,633
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	790,000,000	06/21/2023	405,264,405	Active	384,735,595
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	6,700,000	12/16/2023	3,036,374	Active	3,663,626
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-	Active	5,400,000
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partners	2,000,000	12/31/2020	377,074	Active	1,622,926
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-	Active	4,800,000
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvments	1,500,000	09/10/2021	-	Active	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	-	Active	7,255,465
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARSI/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	886,076	Active	535,424
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	7,460,414	11/27/2023	3,668,478	Active	3,791,936
REGIONAL EXPRESS	WA-2023-005	SRTC CN Earmark	3,000,000	03/09/2023	-	Active	3,000,000
REGIONAL EXPRESS	WA-2023-006	I-405 BRT	8,437,097	03/22/2023	-	Active	8,437,097
LINK LIGHT RAIL	WA-2023-007	NE 130TH ST STATION	2,500,000	09/22/2023	2,500,000	Active	-
REGIONAL EXPRESS	WA-2023-008	SRTC CN, 405 Buses 5339	12,924,801	03/31/2023	-	Active	12,924,801
LINK LT RAIL & REGIONAL EXPRS	WA-2023-014	Next Gen ORCA and ORCA Lift	4,152,000	05/23/2023	256,077	Active	3,895,923
REGIONAL EXPRESS	WA-2023-016	522 BRT BEBs Procurement	6,272,690	06/01/2023	-	Active	6,272,690
LINK LIGHT RAIL	WA-2023-064	FWLE 2023 CIG Section 165 Funding	61,434,801	09/16/2023	61,434,801	Active	-
LINK LIGHT RAIL	WA-2023-065	Lynnwood Link Ext 2023 CIG Section 165	54,099,098	06/16/2023	54,099,098	Active	-
REGIONAL EXPRESS	WA-2023-067	SR-522 BRT	9,264,000	09/19/2023	-	Active	9,264,000
LINK LIGHT RAIL	WA-2024-001	DRLE Guideway and Stn 5307	11,197,947	12/27/2023	11,197,947	Active	-
LINK LIGHT RAIL	WA-2024-002	TDLE PE 5307	4,921,979	11/27/2023	4,921,979	Active	-
REGIONAL EXPRESS	WA-2024-003	ST Exp PM 2023 5337	11,225,172	11/27/2023	11,225,172	Active	-
LINK LIGHT RAIL	WA-2024-010	OMFS PE 2023 5307	4,921,978	12/27/2023	-	Active	4,921,978
LINK LIGHT RAIL	WA-2024-011	Boeing Infill CMAQ 2023	8,230,000	12/26/2023	-	Active	8,230,000
		TOTAL FEDERAL TRANSIT AUTHORITY	**2,961,219,582**		**2,129,346,762**		**831,872,820**
OTHER FEDERAL							
SOUNDER COMMUTER RAIL	69A36523420120CRSWA	PC RAIL CAP/RAIL RELIABILITY IMPROV	10,000,000	04/01/2023	-	Active	10,000,000
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	1,315,813	Active	-
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	642,738	08/10/2020	642,738	Active	-
REGIONAL FUND	EMW-2022-RA-00008	DSTT, CEDO	2,963,635	09/06/2022	83,004	Active	2,880,631
LINK LT RAIL & SOUNDER RAIL	SMARTFY22N1P1G55	Rainier Valley Safe Tech SMART	2,000,000	09/15/2023	-	Active	2,000,000
		TOTAL OTHER FEDERAL	**16,922,186**		**2,041,555**		**14,880,631**
STATE							
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	215,565	06/03/2019	-	Active	215,565
Bus RAPID Transit	PTD0750	Stride BRT NM&TSP 23-25 RMGP	4,818,281	07/01/2025	-	Active	4,818,281
		TOTAL STATE	**5,033,846**		**-**		**5,033,846**
		TOTAL ALL GRANTS	**2,983,175,614**		**2,131,388,317**		**851,787,297**

Above table as of Q4 2023. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit's mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet and prosperity.

In 2023, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA's Sustainability Commitment at the platinum recognition level.

Key Q4 2023 Accomplishments and Activities

- Launched the Zero Emissions Bus Implementation scope of work.
- Conducted the ESMS External Recertification audit with no major or minor findings, and received recertification to the ISO 14001 standard.
- Finalized 2024 Environmental and Sustainability targets.
- Received Q2 remittance from participation in the Washington Clean Fuels Standard marketplace.
- Executed a contract to evaluate Zero Emissions Locomotives.
- Hosted one staff lunch and learn on ST's Racial Equity Toolkit and Sustainability.
- Completed the greenhouse gas verification audit for 2022.

Key Upcoming Activities for Q1 2024

- Present to the Board of Directors on progress towards the Sustainability Plan.
- Begin data collection for the 2023 Annual Sustainability Progress Report and greenhouse gas inventory.

Progress Report
Acronyms

Acronyms

AA	Alternative Analysis
AHU	Air Handling Units
AHJ	Authority Having Jurisdiction
ALTA	American Land Title Association
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
BOS	Bus on Shoulder
BRT	Bus Rapid Transit
CCB	Change Control Board
CCTV	Close Circuit Television
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design-Build
DBPM	Design-Build Project Management
DCE	Document Categorical Exclusion
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DP	Design Package
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
ERC	East Rail Corridor
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IDS	International District Station
IFB	Issue for Bids
IFC	Issue for Construction, also Industry Foundation Classes
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed
LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MBT	Mount Baker Tunnel
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MI	Mercer Island
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MUP	Master Use Permit

NB	Northbound
NCR	Notification of Change Report
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
PA	Public Address System
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
P&R	Park and Ride
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right -of -Way
RSD	Revenue Service Date
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SOW	Scope of Work
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy and Witbeck, Inc.
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TPSS	Traction Power Substations
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
UDS	University District Station
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UST	Underground Storage Tank
UWS	University of Washington Station
VAV	Variable Air Volume
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management System
WBS	Work Breakdown Structure
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation